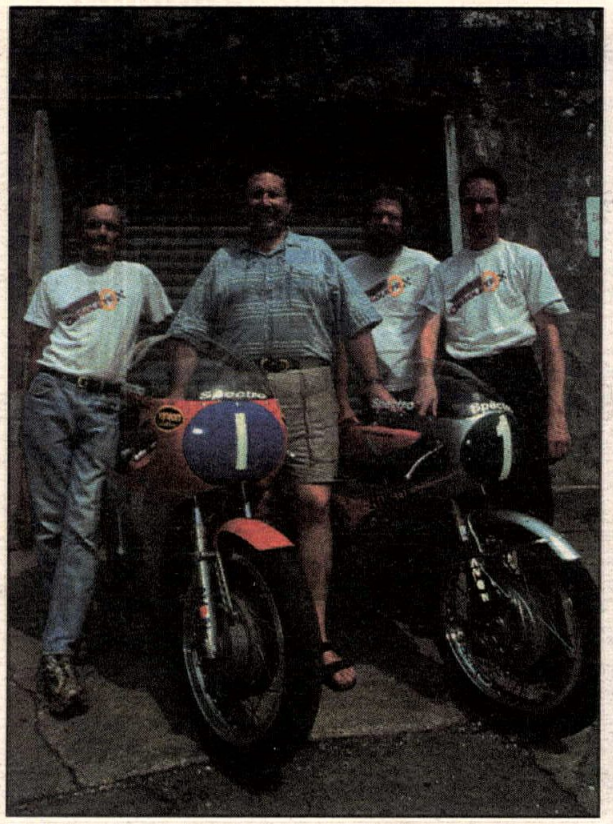
SPECIAL VINTAGE ISSUE

# CYCLE NEWS®

America's weekly motorcycle newspaper

August 9, 1995: Number 31 (outside the U.S. $3.25) $2.50



INSIDE TEAM OBSOLETE

## Living a dream with Rob Iannucci

AMA MOTOCROSS NATIONAL CHAMPIONSHIP

## All green at Millville as Kiedrowski, Reynard surprise

GRAND NATIONAL DIRT TRACK

## Parker stops the onslaught of first-timers in Oklahoma

MIKE KIEDROWSKI

TIME DATED MATERIAL MAILED AUGUST 7, 1995

Belgian **Marnicq Bervoets** (Suz) swept both motos at the July 30 Polish round of the World Championship 250cc Motocross Series, held in Gdynia. Series point leader **Stefan Everts** (Kaw) was second overall via consistent 3-3 scores, while Dutchman **Pedro Tragter** (Suz) rounded out the top three with 5-2 finishes.

**Rick Soter III** (BSA) and **Steve Dresser** (H-D) were the winners of the AMA Pro Hillclimb, held on July 29 in Haydenville, Ohio. Soter topped **Paul Pinsonnault** (Hon) and **Scott McNeely** (Hon) to win the 540cc class while Dresser beat **Rodney Williams** (H-D) and **Glendal Petty Jr.** (H-D) in winning the 800cc event.

Despite the possible absence of two-time winner **Alain Olivier**, things are shaping up for a rally hero showdown at the August 13-20 Nevada Rally, which will start and finish in Las Vegas. Sharing top billing are multi-time Paris-Dakar winners **Edi Orioli** and **Stephane Peterhansel**. Though he competed in last year's event, Frenchman Peterhansel was aboard inferior equipment, and is said to be hungry for a win aboard a factory Yamaha Belgarda TT600. Peterhansel was originally scheduled to race for the French Yamaha team in the Paris to China Rally during the same time period but will now compete in the Nevada Rally as a member of the Italian Yamaha team, which will be based at Desert Only Yamaha in Henderson, Nevada. The Italian Orioli, on the other hand, will be a rookie in the event, and will switch from his normal Cagiva twin to a KTM single. As for Olivier, the Frenchman has switched from Kawasaki to KTM, but is on the mend from a broken leg.

Franco Acerbis, the sponsor of the Nevada-Rally, has also announced that four-time World Champion **Eddie Lawson** will be his guest for the rally. Lawson is expected to join the race at its midpoint on August 17 and will ride the fifth day on his KTM before following the race in Acerbis' helicopter on the final day.

**Vic Karshner**, the long-time business manager for Doug Polen, has left Polen's Hyperformance International and is no longer representing the Texan. "I'll still be very active in the motorcycle industry," Karshner said on July 31. "The split with Doug was amicable, and I intend to stay in the racer management and services end of the sport." Karshner can be contacted at 817/497-3479 (voice) and 817/321-4681 (fax).

Australian **Anthony Gobert**, the winner of the first World Superbike race at Laguna Seca on July 23, was being chauffeured around Monterey by his girlfriend, Beverly. Gobert, who is 20 years old, wasn't old enough to rent a car in California.

**Vincent Davis**, who was a member of the U.S. Junior World Trophy team at last year's International Six Day Enduro in Oklahoma, as well as a Silver medalist at the event, was injured while competing at the Randolph Rocks Hare Scrambles in Randolph, Kansas, July 16. Davis hit a hidden log while attempting to pass riders through a grassy area beside the main trail. Davis was airlifted to St. Mary's hospital in Manhattan, Kansas, where he was later transferred to Stormont-Vail Hospital in Topeka for surgery. Davis suffered a multitude of injuries, including a fractured vertebra, a broken jaw, broken ribs and a broken ankle. Davis had qualified for this year's ISDE in Poland.

Daredevil **Bubba Blackwell** will not be appearing at the Sturgis Dragway for the '95 Sturgis Rally & Races due to injuries suffered July 1 at the Portland (Oregon) Speedway. Blackwell crashed his Harley-Davidson XR750 while attempting to jump over 13 cars in Oregon, suffering a broken collarbone, two broken ribs, a broken scapula and a punctured lung.

Tickets for the **AMA Arizona Superbike Classic** at Firebird International Raceway in Chandler, Arizona, are now available through Race West Productions at P.O. Box 6170, Anaheim, CA 92816-6170. The September 22-24 race is the final round of the AMA Superbike National Championship.

**Friends of Clear Creek**, a non-profit organization working to keep the BLM's Clear Creek Management Area (home of the Quicksilver National Enduro) open to off-highway vehicle use, is looking for an OHV enthusiast from the Northern California area with a background in botany to represent OHV users on a BLM technical review team. Interested parties can contact Ed Tobin at 408/434-2014.

**Gary McDonald**, 48, died on July 26 after a bout with cancer. McDonald was a long-time Southern California speedway racer, former motocrosser and road racer. He was also served as general manager of Kushitani USA of Redondo Beach, California. Cards and letters can be sent to Lidia Reed, 505 Las Casas Ave., Pacific Palisades, CA 90272.

According to WERA, the recent **Indy Cycle Jam** at Indianapolis Raceway Park in Indianapolis, Indiana, drew record entries. Over 400 riders turned out with some 927 entries filed for the four-day weekend event.

The **Viewfinders M/C** have announced that their 22nd Grand Prix, which is being billed as "The Classic," will be held October 28-29 at Castaic Lake Park in California. Entries are now available by sending a self-addressed, stamped envelope to Viewfinders GP, 2340 Greenbrook Dr., Oxnard, CA 93033. For more information call 805/483-1957 or 714/839-8633.

**American Suzuki Motor Corporation** has announced its 1996 Motocross Contingency Program. Forty-two events have been added in 15 additional states for a record 362 events and $3,598,550 posting for '96.

The **California Superbike School** has added a date to its calendar. An additional technical skills and coaching class will be held on November 3 at the Streets of Willow Springs in Rosamond, California.

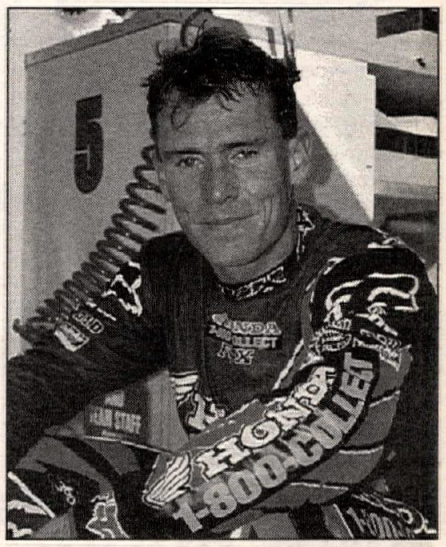
AMA Pro Racing's **Ron Barrick** and **Tom Mueller** recently completed the FIM accreditation seminar for road racing in Caracas, Venezuela. Barrick received his Clerk of Course accreditation, which allows him to officiate at FIM-sanctioned road races. Mueller received the Sporting Stewards license, which is necessary for participation on the various commissions that govern FIM competition. "The AMA Pro Racing Board of Directors has made it clear that they want the AMA to increase its visibility within the FIM," Mueller said. "We're making a concerted effort to integrate AMA Pro Racing into FIM activities, which is an important part of keeping motorcycle racing in the United States strongly affiliated with our world governing body."

**Roger Annis**, 45, died of a massive heart attack on July 23. A long-time speedway and off-road racer, Annis owned Chino Hills Auto Repair in Chino Hills, California. He is survived by a wife and two daughters.

**Lee Fabry**, long-time racer, collector and restorer of vintage motocross bikes, has quit a 23-year career in the wholesale plumbing industry to restore vintage bikes full-time. Fabry can be reached at 818/303-2988.

The well-used National MX Track at **Glen Helen Raceway Park** in San Bernardino, California, will be **temporarily closed** from August 7-16, for major reconstruction and improvements. "The new one-mile MX track will run in reverse of the existing track and feature an exciting new layout, as well as obstacles to challenge the dirt man-

# *Cycle News* Rider of the Month: Steve Lamson



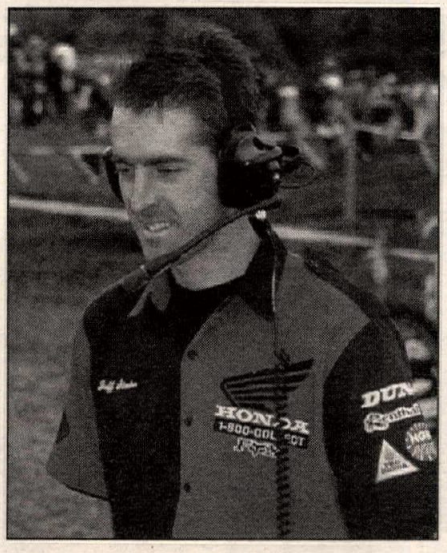
For Team Honda/1-800-Collect rider Steve Lamson, the month of July was a memorable one. After wrapping up the previous month with a pair of wins at the June 18 Budds Creek and June 25 Southwick 125cc Nationals, Lamson still found himself with a 38-point deficit in the series point standings. Thanks to mechanical failures and injuries early in the season, the likable Californian had quickly gone from the championship favorite to title long shot.

But Lamson changed all that in July. The tough 24-year-old went on a tear, extending his win streak to four by sweeping all four motos at the following Red Bud and Kenworthy's 125cc Nationals. Suddenly, Lamson was back in title contention.

Though Lamson didn't emerge victorious at the last two Nationals at Unadilla or Millville, he did remain consistent enough with a pair of seconds to move into a tie with Team Splitfire/Pro Circuit/Kawasaki's Ryan Hughes for the championship point lead.

With three rounds remaining, Lamson's chances of earning his first-ever National Championship look better than ever, as he is without a doubt the most consistent and experienced of the '95 title contenders.

# Stanton injured in road accident



Three-time Supercross and three-time 250cc National MX Champion Jeff Stanton was seriously injured in a street bike accident near his home in Sherwood, Michigan, on Thursday, July 27.

Stanton, Team Honda's Steve Lamson and another friend, Curt Vories, were riding home from dinner when a motorist, whose brakes failed at the bottom of an off-ramp on I-94, broadsided Stanton. According to Lamson, who witnessed the collision, the impact sent Stanton flying over the top of the car, which eventually stopped when it hit a pole.

"We had just left and the car came off the off-ramp and T-boned him on the right side," said Lamson. "I'm just so happy that he's alive. It was bad."

Lamson alerted a nearby gas station, then rushed back to Stanton. A 911 call got the ambulance to the site in three minutes, and Stanton was transported to a local hospital.

According to Jeff's wife, Sarah Stanton, the former MX champion suffered a shattered shoulder blade, shattered elbow, many broken bones in his hand, torn tendons and ligaments in his foot, and a badly bruised lung.

Stanton was taken to the Battle Creek Community Hospital where, on Sunday, July 30, he underwent reconstructive surgery. The operation was expected to last 10 hours, but doctors were unable to work on Stanton's shoulder area for fear of spreading infections because of severe road rashes; instead, the surgery lasted approximately five and a half hours and a follow-up surgery will be performed in approximately 10 days to repair the shoulder.

Cards and letters can be sent to Jeff Stanton c/o Team Honda, 1919 Torrance Blvd., Torrance, California, 90501.

agement skills of any champion," said Park MX Director Steve Nilles. The Vintage and Pee Wee courses will remain open, and the August 13 Double-Cross Racing Grand Prix will run as planned. For more information call 909/880-1733.

Missouri Governor Mel Carnahan has signed legislation that will establish self-funded rider education in the state, according to the AMA. The law makes Missouri the 45th state to offer motorcycle training to its residents through a program paid for by motorcycle riders. With less than two weeks left in Missouri's scheduled legislative session, it appeared that time was running out for passage of a rider-education bill this year. But motorcycle activists, led by the AMA-chartered Freedom of Road Riders of Missouri, found an unrelated bill in the state's House of Representatives to which they could attach their rider-education legislation. The House bill, **H.B. 717**, originally addressed commercial vehicle and federal compliance issues, but the bill's sponsor, Rep. Don Prost (D-Caruthersville), agreed to attach the rider-education amendment to it. The bill passed the Legislature with the amendment intact and will take effect on August 28. The new rider-education program will be funded by a $2.75 surcharge on motorcycle instruction permits and a $5 court fee on traffic violations involving a motorcycle. The court fee will be doubled to $10 for infractions involving alcohol. The money will be deposited into a motorcycle safety account that will be used to administer the program. Successful completion of the program will enable new license applicants to obtain a motorcycle endorsement without having to take the skills test at state licensing agencies. An additional amendment attached to H.B. 717 will reduce the penalty for not complying with the state's mandatory helmet law.

# AMA announces ISDE teams

The AMA has officially announced the 37 riders who will represent the United States. at the 1995 International Six Day Enduro in Jelenia Gora, Poland, on September 18-23. The most important riders are those who will make up the premier World Trophy team, a squad that will consist of six riders. This year there is one noteworthy rule change in that the score of each team's worst rider will be thrown out and not included in the final tally.

The U.S. World Trophy team will feature five veterans and one rookie: Hare Scrambles National Champion and two-time ISDE Gold medalist Rodney Smith, Chris Smith, a member of the winning Junior World team in Czechoslovakia in 1991, multi-time National Enduro Champion and ISDE regular Randy Hawkins, former Top American Steve Hatch, ISDE veteran Jason Dahners, and ISDE newcomer Greg Zitterkopf.

The U.S. Junior World Trophy team will be made up of Patrick and Brian Garrahan, Scott McLaughlin and Jim Gray. The remaining 27 riders will make up the nine U.S. Club teams going to Poland: Daytona Dirt Riders - Drew Smith, Kerry Clark and Kevin Bailey; Salt Fork Dirt Riders - Mark Ruple, Tom Ebersole and William Perkins; Merced Dirt Riders - Ron Lawson, Robb Mesecher and John May; High Sierra M.C. - Scott Meyer, Marty Walden and Mike Callaghan; Bremerton Cruisers M.C. - Lori Taylor, Carol Williams and Lisa Ann Gibson; Team Crutch - John Nielsen, David Rhodes and Jeff Fredette; Dirt Diggers North M.C. - Mark Kerling, Eric Ducray and Rodney Goehring; Dick Lenover M.C. - Russell Cherry, Matt Spigelmyer, and Ron Schmeizle; and Danny Hamel M.C. - Tommy Ady, Jim Conner and Bill Rush.

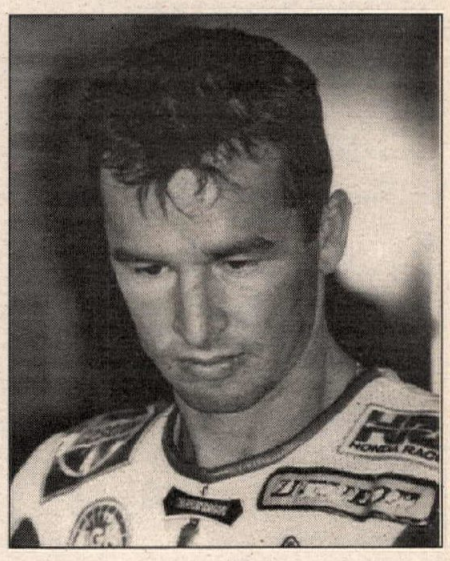
The United States will have two Manufacturer teams - KTM and Suzuki. The KTM team will be made up of Jim Gray, Jason Dahners and Greg Zitterkopf, and the Suzuki team will consist of Steve Hatch, Randy Hawkins, and Rodney Smith.

This year's overall team manager will be, once again, Rick "Gunny" Claypoole, while Dave Bertram will manage the U.S. World Trophy team.

In addition, Arai Helmets have again been designated as the "official helmet of Team USA." According to Arai, any designated team riders wishing to confirm their size and availability should leave a voice-mail message with Bruce Porter at 916/989-2908.

Anyone still wanting to go on the AMA Team USA Tour should be aware that the AMA has several options to the 17-day "Super Tour." Call 1-800-AMA-DESK and you can get information about the trip which will include the MX des Nations, ISDE and Trial des Nations.

# Slight/Okada win Suzuka 8-Hour



New Zealander Aaron Slight (right) combined efforts with Japan's Tadayuki Okada to win the Coca-Cola Suzuka 8-Hour endurance race on July 30 at the Suzuka Circuit in Suzuka City, Japan. The factory Honda mounted duo completed 212 laps and 771 miles in the eight-hour race, topping a second factory Honda RVF750 ridden by Shinichi Itoh and Satoshi Tsujimoto by 46.846 seconds.

The victory was Slight's third in a row in the prestigious race; the Kiwi teamed with Scott Russell to win on a Kawasaki in 1993, before racing a Honda to victory last year with Doug Polen.

It was Okada, though, who did the fastest lap times with Slight maintaining their edge despite a Saturday crash that left him with minor leg and hand injuries. "I didn't think I could win after free practice on Saturday," Slight said on the podium. "Okada was very fast and helped me."

"Arigato (thank you)," Okada said to the fans. "When Slight crashed, it was uncertain whether he could race or not. But he was very tough guy. I just kept pace and passed the bike to Slight."

Third place went to the factory Kawasaki team of Akira Yanagawa and Katsuaki Fujiwara with the factory Yamaha of Norihiko Fujiwara and Wataru Yoshikawa.

The first American was Colin Edwards II, who combined with his Yamaha World Superbike teammate Yasutomo Nagai to finish fifth; Fred Merkel and Australian Peter Goddard were sixth on a factory Suzuki.

AMA Superbike National Championship points leader Mike Hale and his teammate Takuma Aoki suffered through a few crashes and a one-lap penalty to eventually finish 32nd; the number one Kawasaki pairing of Anthony Gobert and Keiichi Kitagawa also suffered crashes to end up an eventual 13th.

The **7th Annual Antique Motorcycle Dirt Track Races** will be held on the half-mile oval at the Mississippi Fairgrounds in Davenport, Iowa, on September 1. The club will take place during the Chief Blackhawk Chapter Antique Motorcycle Club of America's 24th Annual Swap Meet and Show. Racing will be held in 10 classes, with machines ranging in age from the single-speed board trackers of the teens and '20s, Harleys and Indians from the '30s and '40s, to the more modern Triumphs and BSAs of the '60s and '70s. For more information call 319/359-3400.

**MOVED:** Pit Pro, the accessory and supply company owned by Russ Wageman, to 24515 Spruce St., Newhall, California, 91321. The phone number remains the same: 805/255-5101.

**MARRIED:** Former GP motocrosser Jim Pomeroy, to Linda Hill, in Yakima, Washington, July 29.

**NAMED:** Former 500cc National MX Champion Chuck Sun as the Northwest Region Sales Manager for KTM USA. Much of the area now under Sun's direction was formerly managed by Scott Younggren, who now becomes KTM's Southwest Region Sales Manager. According to KTM Sportmotorcycle USA President Rod Bush, "Due to the large increase in our sales volume, it was necessary to breakdown the KTM USA Western Sales Region into two sales areas and to add another member to the sales force." Sun can be reached at 503/977-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# VOICES
## Letters to the editor

### Appreciating trials

Central Arizona Trials Inc would like to thank you for the increased coverage of observed trials in Cycle News. Observed Trials has continued to enjoy great popularity throughout the United States for many years, thanks to the efforts of many individuals, clubs, land owners, the AMA and the North American Trials Council. It is therefore very encouraging to know that Cycle News supports observed trials by regularly including articles on World Round and National Championship events, local events, and bike tests. We especially appreciate the recent coverage of the Arizona National.

**Jerry Tate**
**AMA/NATC Representative**
**Central Arizona Trials Inc.**
**Fountain Hills, AZ**

### High Sierra theft

As a Mammoth Mountain MX participant for the past five years, it is time to say thanks to all of the staff that enabled this event to run nearly flawlessly once again.

However, as the parent of an aspiring 16-year-old Professional, I would like everyone to know that theft is not above your fellow racers. After a gruelling ride from outside of the top 20 to fifth in the 125cc Pro class, my son, Jason Partridge, proudly picked up his share of the purse.

Needless to say, at 16 years of age, trust is way up there when fellow racers are concerned. In addition, a few dollars earned are a major morale boost.

Yet on Sunday, sometime during the 250cc Pro main, a rider who was parked behind us in the pits was observed by witnesses helping himself not only to the money in Jason's wallet, but to his clothes and our chair as well.

Positive identification has not yet been made, but you know who you are! We know who you are, too, and you will pay for this 10 times over. Stealing is bad enough, but to steal a fellow racer's lifeline to the next event is inexcusable. As parents, we are not wealthy, and Jason pays his own way as much as possible.

**Earl Partridge**
**Las Vegas, NV**

### The Gleckl family

On behalf of the Gleckl family, we would like to thank all of you who have sent donations, cards, letters and flowers. It has truly touched our hearts to the core knowing how much Mark was respected, admired and loved by all the friends he made throughout his life. If there's one thing that Mark would always strive for, it was to earn the respect of the people he videotaped for the world to see.

We all miss him very, very much.

**Maria T. Gleckl**
**Dana Point, CA**

*Mark Gleckl was killed recently while videotaping an off-road truck race in the Mojave Desert...Editor.*

### Stop the contingencies

In a marketing move made quite a few years back, the Big Four decided to give away contingencies to off-road racers as incentive to purchase "their" brand of motorcycle. While this might have sounded good originally, time has shown many downsides to this well-intentioned marketing scheme.

The many various racing organizations that may or may not keep track of a rider's proper riding classification (through an advancement points system) makes it all but impossible to stop the "cherry picking" or riders riding in a less-skilled class so they can race, win and collect manufacturers' contingencies. The problem continues when riders simply will not ride local (non-contingency) races for the fear of being advanced in class and having to compete fairly for contingecies. The vicious cycle has created such classes as the "professional" beginner class.

So you ask, "What is the harm in a little cheating?" How about those structured promoters who keep points? Less riders. Or, promoters without manufacturers contingencies? Less riders. How about the shops that never sell these parts to that "professional" C rider who will only race those "money" races? Less shops. Or, how about those of us who see the integrity of sportsmanship going down the toilet?

But, most importantly of all, how about the groundswell of indignation by those riders who don't race, but simply want to go riding and support their local dealer but have to pay more for their motorcycle and parts to subsidize that "professional" beginner?

Those "Yamahahonasukawa" dollars have to come from somewhere; and those casual day-use riders are fast learning from whose pockets those contingencies come. Buying brand loyalty is just bad business. Brand loyalty comes from performance, reliability and value; not from dishonesty and deceit.

Here's hoping the Big Four will eliminate those off-road contingencies to allow everyone, promoters and riders alike, to compete on equal footing.

**Jerry Fouts**
**President, D-36**
**Oakdale, CA**

### Ward's thanks

At this time I would like to once again say thank you for being awarded the C.E. Altman Good Neighor Award for the 1995 U.S. Supercross Series

I am extremely proud of this award. I not only finished as top privateer for the second year in a row, but also second overall in the series, beating all but one of the factory riders.

I hope this serves as an example to all the privateers in the world. It indeed can be done without all the works equipment that the factory riders have.

**Larry Ward, #11**
**Florance, SC**

*Ward sent the above letter to Pace Management, one of the promoters of the U.S. Supercross Series...Editor.*

### How's Doug?

Everyone is asking, "How's Doug Henry?" I don't have an answer because no one really seems to know. I would appreciate it if *Cycle News* would keep us informed of Doug's status. We all love Doug and miss seeing him at the races.

**Kerry Simmons**
**Buffalo, NY**

*Henry was injured at the Budds Creek, Maryland, round of the National Motocross Series. He made his first subsequentpublic appearance at the Unadilla National MX on July 23. Henry showed little signs of back injury as he and his wife Stacey walked around the pits visiting with friends and signing autographs. As far as when he'll be able to ride again, Henry said: "Time will tell." He did say he plans on racing in 1996...Editor.*

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**Issue #31, August 9, 1995**

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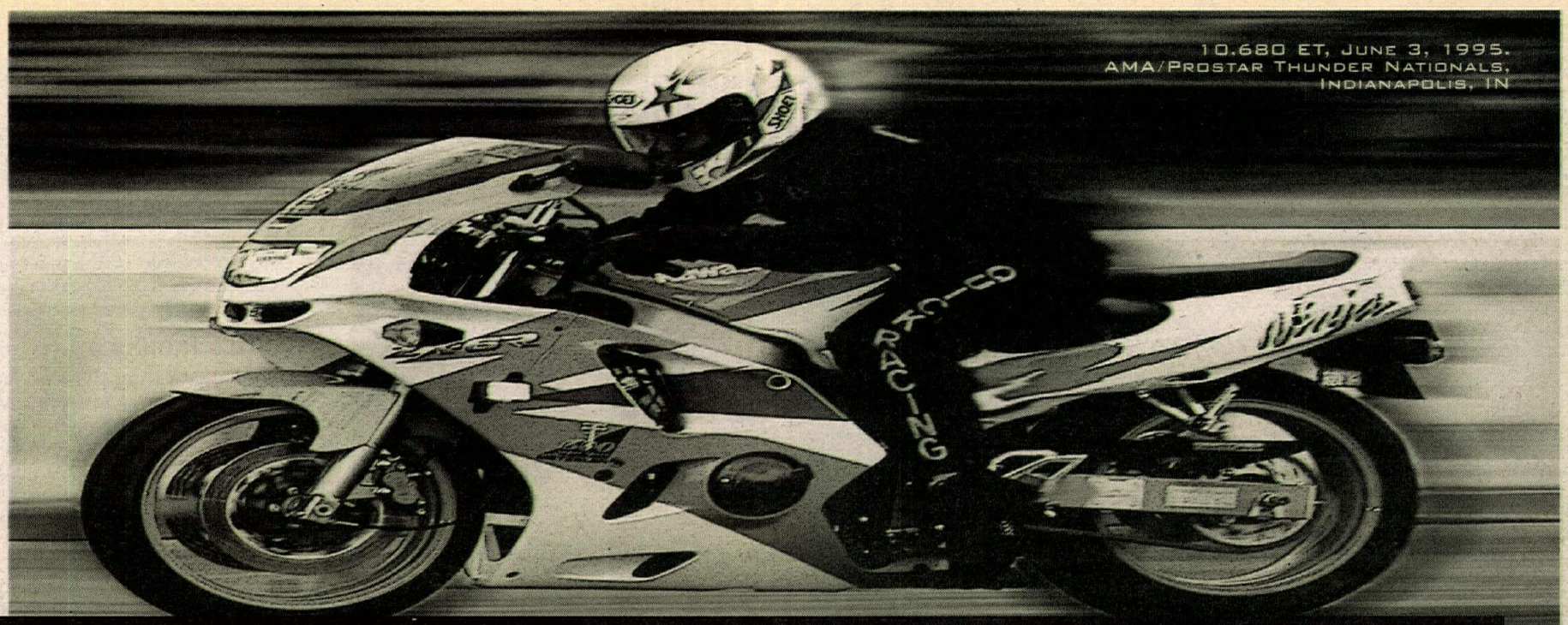
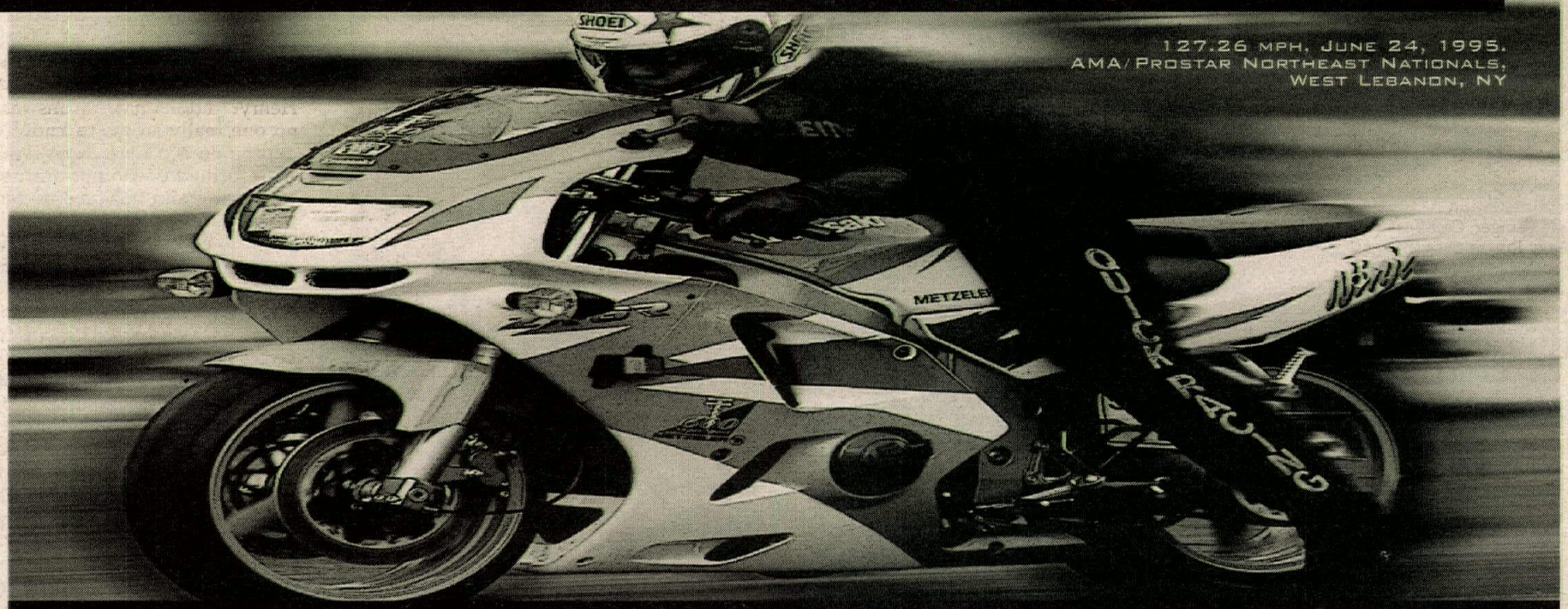
## ON THE FRONT COVER

Team Kawasaki's Mike Kiedrowski won the 250cc National Motocross in Millville, Minnesota. Photo by Kinney Jones. Inset: Team Obsolete and its valuable hardware. Photo by Henny Ray Abrams.




# Dennis cuts a two-record deal.




**FIRST** A National Record of 10.680 seconds for his 1/4 mile ET. Now another for fastest trap speed — 127.26 mph. No wonder Keith Dennis and his Kawasaki ZX-6R dominate the Metzeler 600 Super Sport Series. Keith's performance proves that the ZX-6R is fast as well as agile. "The Lightest, Quickest, Fastest, most Powerful 600," according to Cycle World, February 1995. Maybe that's why the tracks he lays down are always solid gold.

**Kawasaki**

## Round 9: Spring Creek MX Park

# Green Day II

By Kit Palmer • Photos by Kinney Jones

MILLVILLE, MN, JULY 30

The tide has changed. Not long ago it seemed as though Team Honda riders were winning everything in sight, but last week at the Unadilla National in New York, Kawasaki riders Mike LaRocco and Ryan Hughes put an abrupt end to the Jeremy McGrath and Steve Lamson show. This week Kawasaki's riders again came away with overall wins at Spring Creek National MX. But this time, it wasn't LaRocco or Hughes who did the deed. Instead, it was former champ Mike Kiedrowski and Robbie Reynard giving Kawasaki its second clean sweep in as many weeks, and doing so in front of a large crowd estimated to be over 12,000.

The wins were also the second of the season for both riders: Kiedrowski's last victory came in April at the Hangtown National in California, and Reynard's came way back in March at the Gatorback National in Florida.

Like LaRocco's success last week at Unadilla, Kiedrowski gathered up the overall win in the 250cc class without winning a moto, but instead using consistent 2-3 moto finishes to take home the gold on an extremely hot and humid day in Minnesota. Kiedrowski, on his Brian Lunniss-tuned KX250, led the first three-quarters of the opening race until getting passed by arch rival and teammate LaRocco, who put in an outstanding come-from-behind ride to win the race. But in the second moto, LaRocco never even made it past the first turn. As the pack funneled through the wide-open sweeper, LaRocco was pushed out wide and his foot caught one of the sunken automobile tires that line the course. The resulting crash left the already battered LaRocco limping back to the pits with a sore knee.

Yamaha riders Jeff Emig and John Dowd found themselves leading the way, and the two riders duked it out until Dowd, who won his first-ever National here last year at Spring Creek, broke loose to score the win. However, Dowd and Emig crashed into each other early in the first moto, ending any hopes Team Yamaha had of taking the overall. Instead, it was Kiedrowski, one of only a few riders to turn in two solid performances on the day, recorded the win.

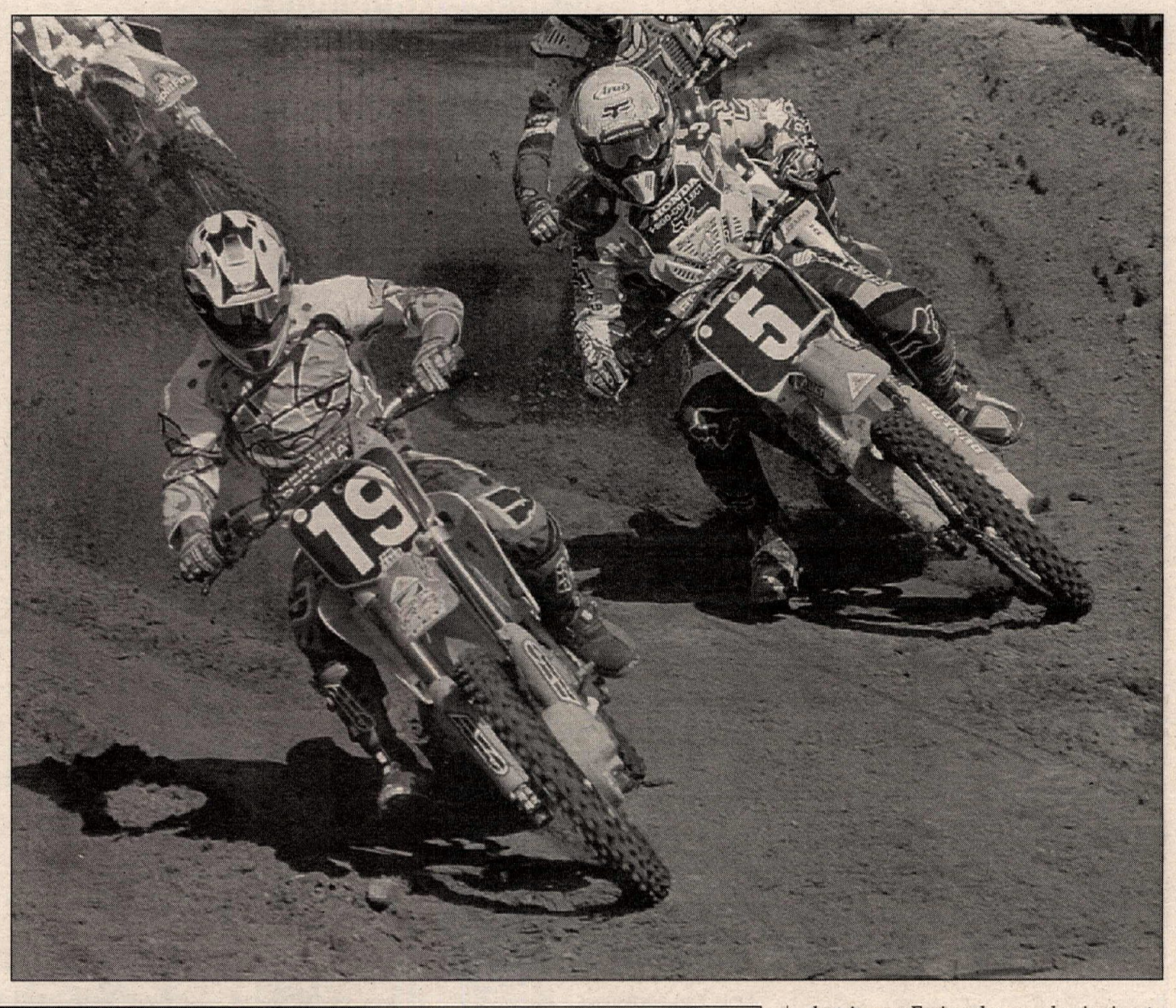
McGrath ended up sewing up second overall despite crashing in the second turn and having the wind knocked out of him. After finishing third in the first moto, McGrath charged hard through the field and was rewarded with fifth in the moto and second overall. Dowd salvaged third overall with an 11-1 showing.

Surprising not only the hometown crowd but himself as well, was fourth-overall finisher Donny Schmit of Ramsey, Minnesota. The two-time MX World Champion came out of retirement to compete in front of his fans at what he calls his home track. Honda of Troy loaned him a motorcycle and gave him support, and Schmit showed his appreciation by riding two strong motos, finishing fifth in the opener and fourth in the second moto.

Rounding out the overall top five was Team Noleen/Sizzler/Xtreme/Yamaha's Larry Ward, who had the overall win in his grasp for about a quarter of a lap late in the second, before getting passed by Kiedrowski, Schmit and McGrath.

Even though the pendulum might be on Kawasaki's side as of late, Honda is still ruling the series - at least in the 250cc class. Despite failing to win a moto, McGrath now enjoys a cushy 33-point lead over Emig, who saw his championship hopes go up in smoke

**(Opposite page) Kawasaki's Mike Kiedrowski recorded his second win of the season at the Spring Creek National MX in Minnesota via 2-3 moto finishes. (Right) Mike Craig (19) grabbed the holeshot ahead of Steve Lamson (5) in the second 125cc moto. Reynard would dive under both riders and roost away. Lamson ended up second overall with a 3-2. (Below) Robbie Reynard smoked to victory in the 125cc National. The Kawasaki rider scored wire-to-wire victories in both motos.**



following his first-moto crash with Dowd that effectively left him 21st at the finish line and one spot out of the points. Emig has a comfortable 46-point advantage on third-place Kiedrowski.

In the 125cc National, Reynard simply out-rode everyone. Period. Reynard, who's had an up-and-down season to this point - mainly due to injuries - was unbeatable on the fast and rough Spring Creek track. The teenager scored a wire-to-wire victory over last week's winner Hughes and Honda's Steve Lamson, and pretty much did the same in the second moto, where he left no doubt in anyone's mind that his spectacular first-moto performance was no fluke and that he was indeed the fastest 125cc rider on the day. Lamson gated just behind Reynard in the second moto but just could not hang with the Kawasaki rider. By the halfway point, Reynard was consistently pulling two seconds a lap on Lamson. Third in the moto went to the lone factory Suzuki rider at Spring Creek - former series leader Damon Huffman, who finished fifth in the first moto. Reynard's perfect 1-1 score gave him the overall followed by Lamson's 3-2 and Hughes' 2-5. Huffman

and Honda of Troy's Mike Brown rounded out the top five.

Going into the Spring Creek National, Hughes held a slim two-point lead over Lamson, but the two riders left Minnesota locked in a tie for the series lead with 339 points each. Huffman is third with 328 and Brown is fourth with 324.

**250cc NATIONAL**

As the mercury flirted with the 100-degree mark, the huge crowd cheered as local hero Schmit outdragged the pack to and through the long, right-hand, sweeping first turn. Down the following straightaway, Schmit led Ward, KTM's Kevin Crine, Dowd, McGrath and Emig, but it was Emig who was beginning to make the big move. Through the next left turn before a tabletop jump, Emig dove underneath McGrath and was about to overtake Dowd when the two Yamaha riders collided in mid-air over the jump. Both riders went down in a heap.

"I cross-rutted going over the jump and got out of shape," said Dowd. "I came over on Jeff and we hit."

"He basically landed on top of me," said a dejected Emig. "I knew I was going down and I tried jumping off my bike in midair. There wasn't much I could do, and I went down pretty hard."

Both riders were slow to their feet. Emig's bike was nearly completely destroyed in the crash - the front fender, number-plate, front brake cable and a fork guard were all hanging off the bike. Emig would, on the next lap, stop for repairs before getting back into the race. "I had no front brake and the front end was bent," said Emig.

Meanwhile, up front, Schmit's moment of glory was short-lived. By the second lap, he had dropped to third behind Kiedrowski and McGrath, and in his wake chased Ward, Crine, HoT's Todd DeHoop, LaRocco and Kawasaki rider Roy Schellenberger.

A lap later, Ward moved into third. A lap after that, LaRocco dropped Schmit one more place to fifth.

Kiedrowski and McGrath had moved out slightly ahead of Ward while engaged in a serious dice for the lead. As the sun beat down, McGrath chased Kiedrowski, matching his every move, lap after lap. At times, McGrath looked to have a pass made only to have Kiedrowski slam the door shut on him in the next turn. "I had him a couple of times," said McGrath, "but he would always have the line."

# Round 9: Spring Creek MX Park

The duel went on and on, while LaRocco silently slipped into third ahead of Ward. By the halfway point, Kiedrowski had finally freed himself of McGrath's grip and pulled out to a three-second lead over the series points leader. At this point, McGrath's attention had changed to another rider, and he was no longer concerned about Kiedrowski. Instead, he was more worried about LaRocco, who was now breathing down his back. Not long after taking the halfway flags, LaRocco motored by the three-time Supercross Champion who made no attempt to answer back. "I knew that Jeff (Emig) was way back and that was my main concern," said McGrath. "I guess I just didn't have the drive because I didn't need to."

Once into second, LaRocco set out after Kiedrowski. He eventually reeled him in, passed him (three laps from the finish), pulled away and took the checkered flag with seven seconds to spare. McGrath finished a distant third ahead of Ward, Schmit, Kawasaki rider Phil Lawrence, DeHoop, Crine, Suzuki rider Cliff Palmer, and Schellenberger, all of whom crossed the finish line well spread out.

Roles were reversed in the second moto with McGrath crashing on the first lap and Emig jumping out to an early advantage.

"Through the first turn, my front end pushed out," said McGrath. "It was muddy and slippery, and someone railed me hard and hit me in my side - I couldn't breathe."

McGrath re-entered the race in last place as he clutched his side with his hand. "I just knew I had to keep going because of the points," said McGrath, who got back on the gas and quickly worked his way up through the field, where he would eventually finish fifth. "I was hanging it out - it (the bike) was so side-to-side, you don't even know," said McGrath.

**(Above) John Dowd (14) and teammate Jeff Emig took each other out in the first 250cc moto but Dowd redeemed himself by winning the second moto. (Right) After coming from behind to win the first 250cc moto, Mike LaRocco's day would end on the outside of the first turn in the second moto. LaRocco was pushed to the outside of the turn where he clipped a tire and tweaked his knee.**

LaRocco didn't fare as well as McGrath, who LaRocco said was the rider who pushed him out wide and into the tires. The defending champ surrendered to the pits with what his father/tuner Mike LaRocco Sr. said was a hyperextension of the knee.

Meanwhile, up front, Emig set the pace for about half the race until Dowd decided to pick up the pace even more. He eventually passed his teammate and quickly pulled away from him, stretching out his lead to more than 11 seconds before it was all over.

All alone in third ran Kiedrowski, while Ward held down fourth for much of the race. At one point, though, Ward actually caught up to and passed Kiedrowski for third when the Kawasaki rider fell in a corner and - at that point - was in a position to score the overall win - had he stayed there. But, less than a lap later, Ward bobbled in a tough whoop section, and Kiedrowski passed him right back and quickly got away from him. Shortly thereafter, Schmit moved in and passed the Yamaha rider for fourth, as did McGrath late in the race for fifth. But before passing Ward, McGrath crashed again. "I fell over," said McGrath, "and I had to catch him again. I was getting pretty tired - my heart felt like it was coming out of my chest, it was pounding so hard."

At the checkers, the riders were again well spread out with Dowd leading the way over Emig, Kiedrowski, Schmit, McGrath, Kyle Lewis, Tony Amaradio, Lawrence and Palmer.

"The key is getting the starts," said overall winner Kiedrowski. "Just look at what happened to Jeremy today. He's been getting the starts all year and I haven't. I have to change all that."

### 125cc NATIONAL

Robbie Reynard was in a league of his own in both 125cc motos. In the first moto, he shot out of the gate and had the lead all to himself coming out of the first turn, and he had already developed a modest lead over Kawasaki rider Michael Brandes entering the second lap. Brandes ran with the leaders for much of the race before crashing and dropping to the middle of the pack. Moving into second by the third lap was Mike Brown, and he held on to that spot for three laps before Lamson got the best of him through the long whoop section. By this time, Reynard had already built up an eight-second cushion and Lamson had no chance of catching the high-flying Kawasaki rider. Instead, he had a fast-closing Hughes to worry about. But there was nothing Lamson could do about it.

Hughes' come-through-the-pack momentum had carried him right up to the Honda rider's heels, and it was apparent that Lamson would be his next victim. Sure enough, through the whoops, Hughes blasted by the Honda rider and roosted away from him.

Once into second, Hughes found a 15-second gap between himself and

(Left) Honda of Troy offered hero Donny Schmit a bike to ride at his "home" National. The two-time World champ responded with an impressive fourth overall.
(Below) Jeremy McGrath (3) extended his points lead over Jeff Emig to 33 with three rounds left in the series.

Reynard, and with just three laps remaining, Hughes realized he had to be content with second place and backed off his charge.

Lamson took the checkered flag all by himself in third, while Brown took a lonely fourth not too far ahead of Huffman, who started the moto about 10th and took the checkered flag over a minute behind the winner, Reynard.

Honda of Troy's Mike Craig, who nearly passed out after the race due to heat exhaustion, crossed the finish line in sixth, comfortably ahead of Team SplitFire's David Pingree. Suzuki rider Scott Sheak took the checkers next, followed by Honda rider Buddy Antunez, who came out on top of a late-race duel with fellow Honda rider Chad Pederson. Antunez started the moto about 20th.

For Reynard, the second moto was a near mirror image of the first. The only difference was that Craig beat him to the first turn, and that was the only time anyone would lead Reynard all day. By the time they reached the second turn, Reynard had already taken over the top spot, while Lamson blew into second. Once again, Hughes got off to a mid-pack start.

Reynard and Lamson quickly detached themselves from the rest of the field as they diced for the lead. For a while, Reynard had his hands full with the steady Lamson on his tail, but the Kawasaki rider kept his cool, and just like he had done in the first moto, eventually began pulling away from Lamson. By the halfway point, Reynard had stretched out his lead to six seconds, then eight seconds, then 10, then 12, 14, 17, 18 and finally 22 seconds at the checkered flag.

"I just tried to be smooth, pull away and not make any mistakes," said a finally healthy Reynard who seemed barely affected by the hot and humid conditions. "I've been training in conditions like this at home - even worse. I must admit that I did get tired those last few laps. I was ready to fall over. But the main things is that I'm getting to ride more these days. With the injuries, it seems I was riding only on the weekends and was getting a little rusty."

Lamson, who settled for second, said, "Robbie rode *real* good today. *Real* good."

Huffman took the checkered flag in a distant third after starting the moto in fifth, while Brown matched his first-moto performance with another fourth. After his second bad start, Hughes clawed and scratched his way into fifth and was beginning to close ground on Brown before losing the front end and smacking the ground. This ended all hopes he had of catching Brown. Hughes still had plenty of time to get up, dust himself off and get back going again before Craig came around in sixth.

Honda rider Brian Deegan had one of his best rides of the year by finishing a respectable seventh, just ahead of Antunez, Yamaha rider Cory Keeney and Pederson. CN

**Spring Creek MX Park**
**Millville, MN**
**Results: July 30, 1995**

**125 MOTO 1 (30-minute-plus-two-laps):** 1. Robbie Reynard (Kaw); 2. Ryan Hughes (Kaw); 3. Steve Lamson (Hon); 4. Mike Brown (Hon); 5. Damon Huffman (Suz); 6. Mike Craig (Hon); 7. David Pingree (Kaw); 8. Scott Sheak (Suz); 9. Buddy Antunez (Hon); 10. Chad Pederson (Hon); 11. Brian Deegan (Hon); 12. Davey Yezek (Suz); 13. Denny Stephenson (Suz); 14. Barry Carsten (Suz); 15. Nathan Ramsey (Suz); 16. Tony Lorusso (Suz); 17. Joel Dengler (Suz); 18. Corey Keeney (Yam); 19. Shane Slother (Yam); 20. Michael Brandes (Kaw); 21. Josh Kellogg (Kaw); 22. Steven Herman (Suz); 23. Blair Morgan (Kaw); 24. Jason McCormick (Hon); 25. Keith Troccoli (Suz); 26. John Fesler (Yam); 27. Steve Andrich (Kaw); 28. Ryan Huffman (Hon); 29. Mickael Pichon (Kaw); 30. Brandon Lacey (Kaw); 31. Ryan Duff (Yam); 32. Heath Voss (Hon); 33. Travis Hodges (Kaw); 34. Brad Hagseth (Hon); 35. Richard Schmidt (Suz); 36. Jim Povolny (Kaw); 37. Erik Anderson (Suz); 38. Forrest Transue (Hon); 39. Rusty Holland (Suz); 40. Jeff Pestana (Hon).
**Time:** 36 min., 26.58

**125 MOTO 2:** 1. Robbie Reynard (Kaw); 2. Steve Lamson (Hon); 3. Damon Huffman (Suz); 4. Mike Brown (Hon); 5. Ryan Hughes (Kaw); 6. Mike Craig (Hon); 7. Brian Deegan (Hon); 8. Buddy Antunez (Hon); 9. Cory Keeney (Yam); 10. Chad Pederson (Hon); 11. Denny Stephenson (Suz); 12. Nathan Ramsey (Suz); 13. Barry Carsten (Suz); 14. Davey Yezek (Suz); 15. Tony Lorusso (Suz); 16. Jeff Pestana (Hon); 17. Jason McCormick (Hon); 18. Joel Dengler (Suz); 19. David Pingree (Kaw); 20. Ryan Huffman (Hon); 21. Heth Voss (Hon); 22. Scott Sheak (Suz); 23. Brad Hagseth (Hon); 24. Keith Troccoli (Suz); 25. Travis Hodges (Kaw); 26. Blair Morgan (Kaw); 27. John Fesler (Yam); 28. Brandon Lacey (Kaw); 29. Michael Brandes (Kaw); 30. Ryan Duff (Yam); 31. Steven Herman (Suz); 32. Erik Anderson (Suz); 33. Josh Kellogg (Kaw); 34. Shane Slother (Yam); 35. Richard Schmidt (Suz); 36. Steve Andrich (Kaw); 37. Mickael Pichon (Kaw); 38. Jim Povolny (Kaw); 39. Forrest Transue (Hon); 40. Rusty Holland (Suz).
**Time:** 36 min., 14.12 sec.

**125 O/A:** 1. Robbie Reynard (Kaw); 2. Steve Lamson (Hon); 3. Ryan Hughes (Kaw); 4. Damon Huffman (Suz); 5. Mike Brown (Hon); 6. Mike Craig (Hon); 7. Buddy Antunez (Hon); 8. Brian Deegan (Hon); 9. Chad Pederson (Hon); 10. Denny Stephenson (Suz); 11. Davey Yezek (Suz); 12. David Pingree (Kaw); 13. Corey Keeney (Yam); 14. Nathan Ramsey (Suz); 15. Barry Carsten (Suz); 16. Scott Sheak (Suz); 17. Tony Torusso (Suz); 18. Joel Dengler (Suz); 19. Jeff Pestan (Hon); 20. Jason McCormick (Hon).

**125 AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 9 of 12 rounds):** 1. (TIE) Ryan Hughes (2 wins)/Steve Lamson (339/4 wins); 3. Damon Huffman (328); 4. Mike Brown (324); 5. Robbie Reynard (303/2 wins); 6. Mickael Pichon (265); 7. Tim Ferry (219/1 win); 8. Chad Pederson (198); 9. Brian Deegan (151); 10. Denny Stephenson (146); 11. David Pingree (130); 12. Buddy Antunez (127); 13. Scott Sheak (120); 14. Mike Criag (109); 15. Barry Carsten (103); 16. Davey Yezek (93); 17. Tony Lorusso (74); 18. Cory Keeney (68); 19. Brian Swink (59); 20. Criag Decker (50).

**250 MOTO 1 (30-minutes-plus-two-laps):** 1. Mike LaRocco (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jeremy McGrath (Hon); 4. Larry Ward (Yam); 5. Donny Schmit (Hon); 6. Phil Lawrence (Kaw); 7. Tod DeHoop (Hon); 8. Kevin Crine (Kaw); 9. Cliff Palmer (Suz); 10. Roy Schellenberger (Kaw); 11. John Dowd (Yam); 12. Damon Bradshaw (Yam); 13. James Dobb (Hon); 14. Shaun Kalos (Yam); 15. Jeff Curry (Suz); 16. Dag Boyesen (Yam); 17. Bruce Stratton (Suz); 18. Ty Wallace (KTM); 19. Jason Frenette (Kaw); 20. Tony Amaradio (Hon); 21. Jeff Emig (Yam); 22. Mark Morris (Yam); 23. Jason Norton (Kaw); 24. Chad Kresge (Hon); 25. Justin Blake (Kaw); 26. Mike Katin (Hon); 27. Tim Pospisil (Kaw); 28. Don Bisceglia (Hon); 29. Joe Oehlhof (Hon); 30. Aaron Kopp (Kaw); 31.Eron Ezerins (Kaw); 32. David Castillo (Kaw); 33. Bruce Gates (Hon); 34. Bryan Emig (Hon); 35. Chris Bense (Yam); 36. Doug Stone (Kaw); 37. Lee Erickson (Hon); 38. Sean Hogan (Suz); 39. Kyle Lewis (Yam); 40. Jeff Hedden (Suz).
**Time:** 35 min., 54.23 sec.

**250 MOTO 2:** 1. John Dowd (Yam); 2. Jeff Emig (Yam); 3. Mike Kiedrowski (Kaw); 4. Donny Schmit (Hon); 5. Jeremy McGrath (Hon); 6. Larry Ward (Yam); 7. Kyle Lewis (Yam); 8. Tony Amaradio (Hon); 9. Phil Lawrence (Kaw); 10. Cliff Palmer (Suz); 11. Kevine Crine (KTM); 12. Todd DeHoop (Hon); 13. Ty Wallace (KTM); 14. Jason Frenette (Kaw); 15. Roy Schellenberger (Kaw); 16. Jeff Curry (Suz); 17. Dag Boyesen (Yam); 18. Mark Morris (Yam); 19. Jason Norton (Kaw); 20. Sean Hogan (Suz); 21. Justin Blake (Kaw); 22. Doug Stone (Kaw); 23. Danny Bisceglia (Hon); 24. Chad Kresge (Hon); 25. Tim Pospisil (Kaw); 26. Bryan Emig (Hon); 27. Joe Oehlhof (Hon); 28. Damon Bradshaw (Yam); 29. Bruce Stratton (Suz); 30. Eron Ezerins (Kaw); 31. Lee Erickson (Hon); 32. David Castillo (Kaw); 33. Mike Katin (Hon); 34. James Dobb (Hon); 35. Aaron Kopp (Kaw); 36. Shaun Kalos (Yam); 37. Mike LaRocco (Kaw); 38. Chris Bense (Yam); 39. Bruce Gates (Hon); 40. Jeff Hedden (Suz).
**Time:** 36 min., 17.70 sec.

**250 O/A:** 1. Mike Kiedrowski (Kaw); 2. Jeremy McGrath (Hon); 3. John Dowd (Yam); 4. Donny Schmit (Hon); 5. Larry Ward (Yam); 6. Phil Lawrence (Kaw); 7. Mike LaRocco (Kaw); 8. Cliff Palmer (Suz); 9. Kevin Crine (KTM); 10. Todd DeHoop (Hon); 11. Jeff Emig (Yam); 12. Roy Schellenberger (Kaw); 13. Kyle Lewis (Yam); 14. Tony Amaradio (Hon); 15. Ty Wallace (KTM); 16. Jeff Curry (Suz); 17. Jason Frenette (Kaw); 18. Dag Boyesen (Yam); 19. Damon Bradshaw (Yam); 20. James Dobb (Hon).

**250 AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 9 of 12 rounds):** 1. Jeremy McGrath (379/4 wins); 2. Jeff Emig (346); 3. Mike Kiedrowski (300); 4. John Dowd (279); 5. Mike LaRocco (256); 6. Greg Albertyn (222); 7. Kyle Lewis (213); 8. Larry Ward (202); 9. Phil Lawrence (162); 10. Damon Bradshaw (152); 11. Todd DeHoop (146); 12. James Dobb (138); 13. Cliff Palmer (120); 14. Doug Henry (117); 15. Kevin Crine (87); 16. Dag Boyesen (86); 17. Jean-Sebastien Roy (71); 18. Tony Amaradio (69); 19. Jeff Currry (51); 20. Jeff Dement (44).

Upcoming Rounds:
Round 10 - Washougal, WA, August 6
Round 11 - Binghampton, NY, August 27

# Briefly...

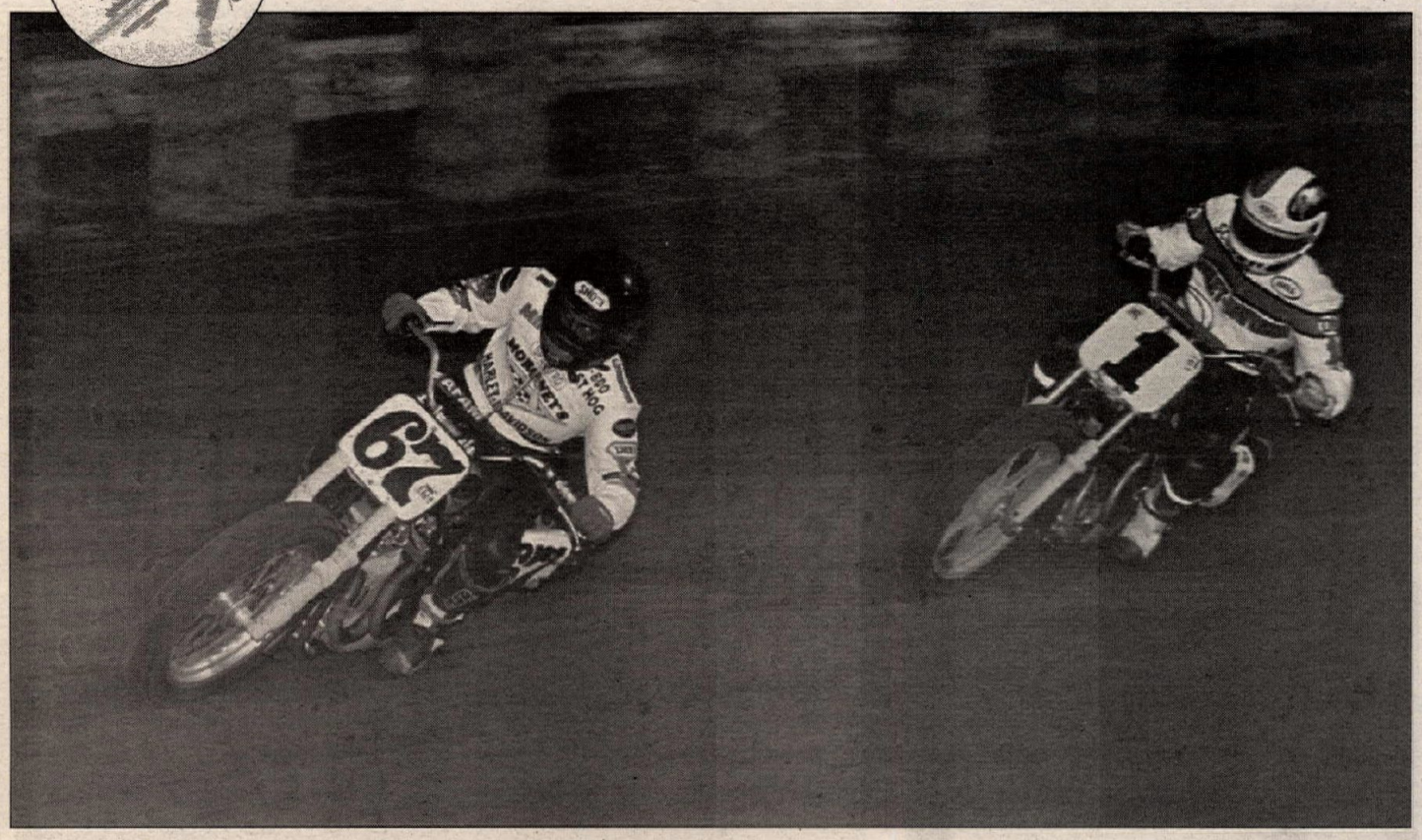
The knee injury to Kawasaki's **Mike LaRocco** could be serious. "It feels pretty sore," said LaRocco who was walking around slowly and could barely bend his knee the next day. He had already made an appointment to see his doctor and, as of now, it is not known whether or not he'll be able to ride the following week's Washougal National in Washington.

Team SplitFire/Pro Circuit/Kawasaki's **Mickael Pichon** had a frustrating day. During practice, the Frenchman was stung on his right arm by a bee and he had an allergic reaction. The arm swelled so badly that he could barely move his wrist up and down or make a fist. He refused medical treatment because he would have been required to take a trip to the hospital, which would cause him to miss the first moto, if not both. Pichon ran in the top 10 early in the first 125cc moto before fading back in the pack where he would eventually finish 29th. "I couldn't believe there was no doctor to give me a shot," said Pichon. "They (the paramedics) told me they couldn't give me a shot, only a doctor could and I would have to go to the hospital for that." Pichon's arm was still badly swollen the next day as he headed home to California, where he'd see his own doctor.

After nearly passing out in the heat following the first 125cc moto, Honda of Troy's **Mike Craig** refused an IV injection the paramedics offered to give the exhausted rider. "I decided not to take the IV because, with the new AMA ruling, I wouldn't be allowed to race the second moto," said Craig, who finished sixth in the moto. Instead, Craig rested, cooled off and drank extra fluids before going out and finishing sixth again in the second moto. "I got the holeshot and those guys railed by me," said Craig. "I just figured I'd better cruise where I was and take sixth. Man, it was hot out there."

Team 1-800-Collect/Honda's **Steve Lamson** was noticeably affected by Jeff Stanton's accident (see In The Wind). "I just didn't feel real good today," said Lamson who was with Stanton when the former champ was struck by a car while street-bike riding. "Maybe it had something to do with Jeff, I don't know. He (Stanton) told me not to worry about it but it's tough not to. I'm just so happy he's alive."

"It was a good day," said local favorite **Donny Schmit**, who came out of retirement to race in front of his fans one last time. "I've never ridden a 250cc here (in a National) and I wanted to do that at least once, because the 250 is my class." Had Jeremy McGrath not passed Schmit late in the race, the two-time World Champion would have finished on the podium. Instead he finish a still-respectable fourth. "I'm kind of surprised how well I did, but I was pretty determined. There was a little bit of pressure this morning, but it was well worth it." Schmit says he'll ride next week at Washougal and that'll be it for the year. As far as next year, though, Schmit said he'd consider riding the outdoor National series if the price was right.



# Parker breaks a chain

By Scott Rousseau
Photos by Flat Track Fotos

OKLAHOMA CITY, OK, JULY 29

It had to end sooner or later, but it almost didn't.

Although the AMA Grand National Series is arguably the most competitive form of professional motorcycle racing on the planet today, having produced nine different winners in 11 rounds - and five different winners in the last five races - dirt track fans had to figure that the time was coming when the top of the podium would once again be graced by someone who had been there before.

Sure enough, as the series reached its halfway point and visited the State Fair Speedway, the winner was none other than the only rider who has repeated in the '95 season to date, as five-time and defending Grand National Champion Scott Parker broke the chain of new winners by piloting his Bill Werner-tuned factory Harley-Davidson XR750 to repeat his Oklahoma City win of a year ago. Mathematicians take note, Parker claimed his fourth win of the season, the 64th win of his career, gave Werner the 100th win of his career as a tuner (see sidebar), and took a 25-point lead in the series point standings. That Parker has that much of a lead over second-placed Will Davis, 139-114, is ironic for two reasons. First, it belies the parity that the sport is currently enjoying, and second, the five-time champion is notorious for being some 20-30 points down this early in the season.

Unlike Parker's past victories in '95, Oklahoma City was no cakewalk, as the reigning champ had his hands full with yet another young contender looking to post a first-time win on the board, runner-up Mike Hacker. The 19-year-old Virginian went for broke in the Grand National main event, getting a terrific start, taking the lead from Parker on lap three and then riding the same line for the rest of the way in the 25-lap feature. While leading in the middle stages of the race, the Spectro/Moroney's Harley-Davidson/J&M/KTM/Vanson/Motion Pro/Works Performance/Shoei-sponsored Hacker built up a seemingly invincible two-second margin on Parker while the latter battled it out with factory teammate Chris Carr and USC Racing's Kevin Varnes in the middle stages of the race, but the Harley-Davidson, Inc./Bell/HOG/Yeti/Reed Randle Ford/AFAM-supported Parker came roaring back, displacing the young charger on lap 20 and then barely holding him off at the finish line. By his own admission, Parker was cruising and may have in fact wound up second were it not for Carr.

"I got a good holeshot," Parker said. "Hacker seemed to go quick, but I figured the longer he led, the more ragged he'd get. Then Chris kind of poked me in the butt a little. I saw him and I knew that it was time to get it on, because he was going to the front. But the end was easy. I won. I crossed the finish line before anybody else. It was awesome to win the 100th for Mr. Werner."

Despite admitting some disappointment for being denied the victory, Hacker's second-place finish was his best-ever in Grand National competition, and it marked his first trip to a Grand National victory podium. He could do little to hide his enthusiasm.

"This is awesome," Hacker said. "It makes me a little more confident now. A lot of things were going through my mind," Hacker said. "I just tried to keep a cool head. I ran as hard a race as I could. To tell you the truth, I was so preoccupied with the second half of the race that I don't even remember the first half. I can't wait to tell Pat (Moroney). He's been so good to me. He believed in me and gave me what I needed to win when everyone else was saying, 'Mike Hacker, who's that?'"

Part-time dirt tracker Carr came home a not-too-distant third on his Kenny Tolbert-tuned, Harley-Davidson, Inc./Arai/Hap Jones/Alpinestars/Motion Pro/White Brothers-backed factory XR. The '92 champion suffered a bad start in the Grand National final and had to work his way through a parade of riders before catching up to Parker on the 10th lap. From there, the duo battled briefly, but Parker had the hotter hand and pulled away from Carr to finish the fight with Hacker.

"I think I kind of prodded Scott out there," Carr said. "But I gave it all I had. I really couldn't do anything with him. I gave it my best shot, I just couldn't get it done. Hacker rode a really good race. I had the best seat in the house for that. He made the mistake of ridin' defensive when Scotty pressured him. But I can't be too critical of him, he beat my butt."

**(Top) Scott Parker (1) battled back from a two-second deficit to pass Mike Hacker (67) for the win at the Oklahoma City Half Mile. The win was Parker's 64th career Grand National victory.**
**(Above) Parker (1) leads Rich King (80) and the rest of the field on the opening lap. King was considered a favorite to win but faded to fifth while wrestling with a green tire.**

Last week's winner Will Davis brought his Road Rider/Rogers/Team Saddlemen/Max Leathers/Axcel Fast Graphics/Arai/Torco-backed Honda RS750 home with a consistent but off-the-pace fourth-place tally. Davis fought with an under-geared motorcycle on the tacky, wide and fast Oklahoma "mini mile." The amiable North Carolinan started the race in third place, but as the pack sorted itself out, he was left behind to rev the guts out of his Dennis Town-tuned machine. He ran alone from the onset of the fifth lap to the checkered flag.

"Those boys were fast," Davis said. "We mixed it up with 'em for a while, but we just made a couple of wrong decisions on the setup. When they picked it up, we were just a little off."

Further behind Davis came perhaps the most consistent non-winner of the season to date, Garvis Honda/Missile Engineering/Motorcycle Stuff/Shoei/Motion Pro/Sidi-backed Rich King, whose fifth-place finish dropped him from his second-place tie with Davis to trail the R&R rider in the series standings by one point, 114-113. King looked fast early in the night, but he and tuner George Garvis were forced to fit a new rear tire for the main event. It cost King dearly as the Iowan moved into second off the line and then slipped as far back as eighth before his rear tread came up to temperature.

"We've been changing stuff for the main to go faster, and sometimes we go backwards," King said. "But we're right on target to where we wanted to be at the end of the year - to make every main event. We want to win the war, not every battle."

### HEATS

Due to the 103-degree heat and high humidity in Oklahoma City, the AMA elected to drop the scratch heats in favor of preserving both the race track and the riders, who were assigned starting positions based upon their position in the points standings. It worked, as the Harold Murrell-prepped racing surface dialed right in during the second practice session and stayed consistent for the rest of the night, drawing high praise from several of the top riders, most of whom were Honda-mounted and felt that the track would be a "Honda track."

King was indeed the first winner of the evening, putting his RS750 in front from the start and leading all 10 laps of the first heat race for the direct transfer.

"I almost felt too comfortable," King said. "I wasn't charging. I'll need to pick up the pace for the main event. Other than that, we'll just keep doing what we're doing."

Behind him, Eaken Racing's Davey Camlin and Bartels'-sponsored Jay Springsteen battled briefly for the runner-up spot. But Camlin appeared to be dialed in just a little bit better, and he pulled clear of Springer by about the sixth lap.

"I thought I was catchin' Rich there a little, but after a few laps, I just settled in," said Springsteen. "I think we were both going about the same after that. But the bike feels good. I'm really looking forward to this main event."

Davis may well have studied King's form, because he went went out and did the same thing in heat two, scoring another wire-to-wire romp aboard his RS750 as well. But after the finish, on the back straight, Davis and his crew got a bit of a scare when his bike let loose with an unholy clatter as he was slowing down. Fortunately for Davis, it would turn out to be a minor malfunction.

"The sprocket bolts came out," Davis

said. "We were slow compared to what some of the other guys were doing. We were doing 22s (22-second laps) pretty consistently, so we're pretty close. It'll be a whole new ball game in the main event."

Carr, Hacker and Eaken Racing rider Larry Pegram battled behind Davis for practically the whole race. Then Hacker dropped out of the chase, leaving Carr and Pegram to battle for the feature spot. Carr kept trying to set up Pegram on the outside in turns three and four, but the Harley teamster finally pulled off a pass in turns one and two on lap seven. Pegram tried to repass Carr on the outside at the checkered flag but came up a wheel short.

"I showed Larry the outside a couple of times," Carr said. "Then he moved up and I went under him. It would have been tough to pass him on the outside."

"I went in above him, and I had him, but the thing just went completely sideways," Pegram said. "The tire went flat."

Parker and TCR Racing's Kevin Atherton ensured that Harley-Davidson would come away with at least one heat race win when the two riders left the rest of the pack behind in heat three. Atherton appeared to have his former factory teammate's number as the two diced it out, but he, too, would suffer a flat tire, forcing him to settle for second.

"We didn't really have too much trouble getting by him (Parker)," Atherton said. "I was really able to go just about anywhere that I wanted to on the race track. But the last couple of laps, it started spinning real bad."

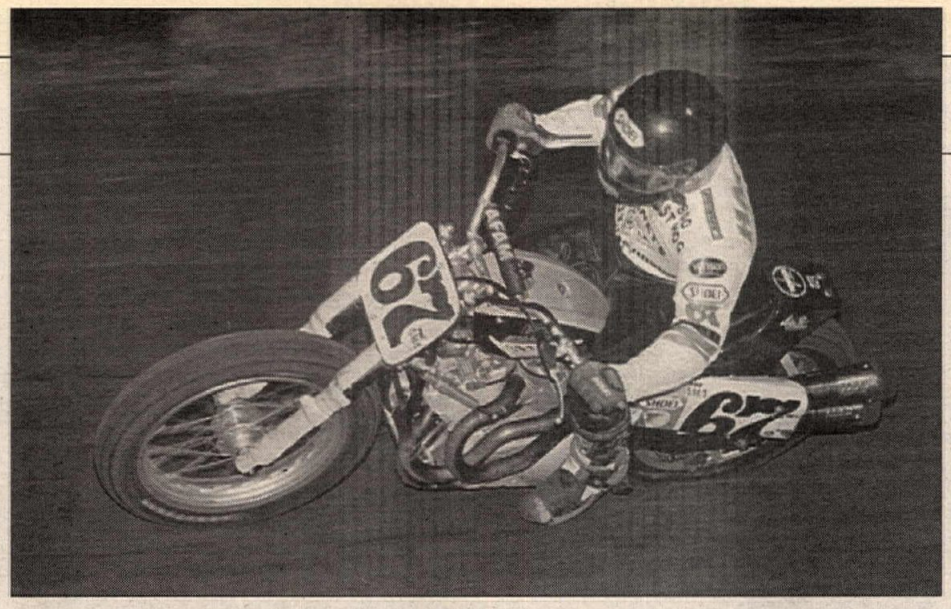
"Kevin kind of surprised me," Parker said. "I was just gettin ready to start moving around on the race track when he went by me. He pushes it hard. He's always pushing 120 percent, so when he goes by you, you know you gotta pick up the pace."

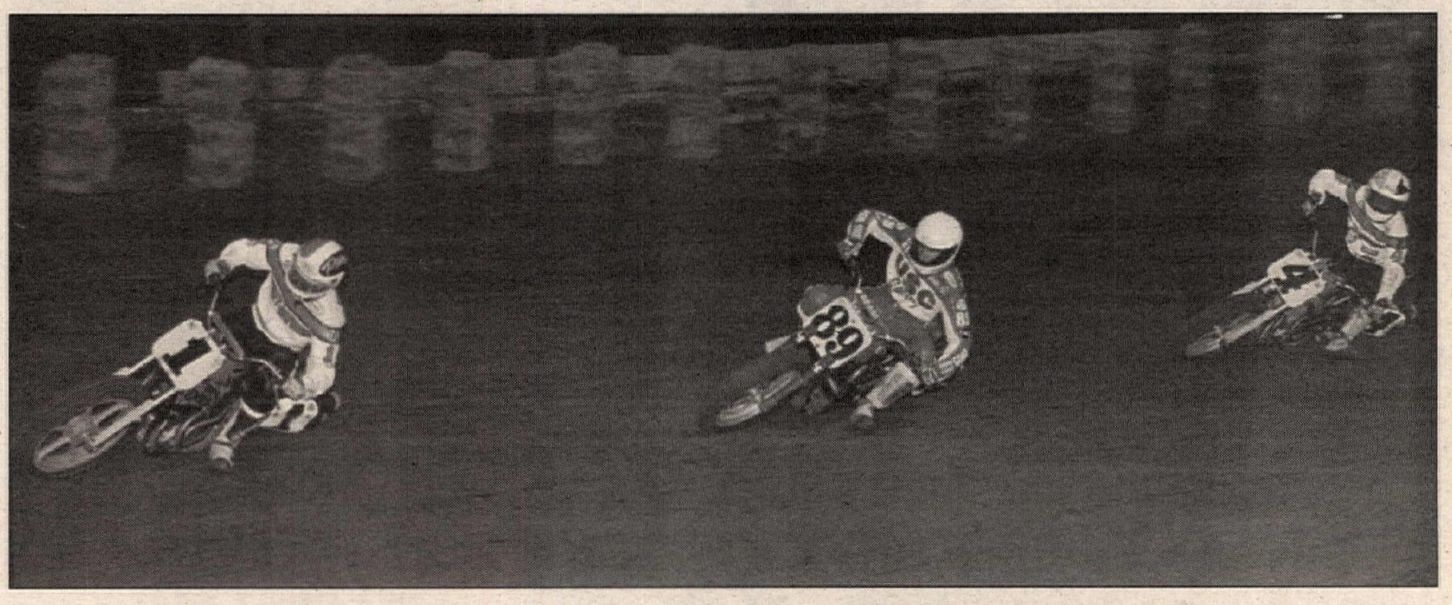
The final heat race showcased another tight battle between two friendly rivals in the form of Johnny and Sarah Goad/USC Racing's Kevin Varnes and 1993 Rookie of the Year Kenny Coolbeth. Loral Lake Racing's Ronnie Jones got the holeshot and led for two laps before he was blitzed on both sides by Varnes and Coolbeth as the trio went down the back straight. From there, Coolbeth ran it in deep in three and four to pass Varnes for the lead, and the chase was on.

"I just got worked up," the Lancaster H-D-backed Coolbeth said. "I was running in there way too hard. I thought I was gone. I'm getting my confidence back."

But Varnes refused to quit dogging his former amateur rival, and it paid off with a permanent pass for the lead off turn four on lap seven. Coolbeth would retain second place in what turned out to be the fastest heat race of the night.

"He (Coolbeth) passed me on the outside, and I wanted to kick him when he went by," Varnes joked. "I just followed him for a couple of laps and planned my counterattack."





(Top) Hacker ran alone up front from laps four to 19, bolstering his reputation as a star of the future (Above) Parker (1), Kevin Varnes (89) and (4) battled it out behind Hacker. Varnes would pull off with a flat tire, allowing Parker and Carr to close in on the leader. (Right) Will Davis ran alone in fourth place for almost the entire main event. He is now in sole possession of second place in the series standings.

### SEMIS

Though Butler, Chance Darling and James Hart earned transfers in the first semi, the eight-lap race proved to be the end of the line for Jones. The '93 race winner struggled all night, and though he stayed in the hunt for a transfer to the very end, he could not fend off the sharp-riding Hart, and finished fourth.

"Not good enough," Jones said. "I got off to a good start in the heat races and I thought we would at least be competitive, but guys just started going by me. I don't know if it's me or the bike or what, but we've kind of lost our way, and we're having a bad time getting back."

Hacker went out and handily grabbed the win in the second semi over Brett Landes and perennial contender Terry Poovey, jumping into the lead right off the start and pulling to a three-second margin of victory. The youngster said he was pleased with the way his machine was running.

"My tuner, Clayton Oliver, dialed our baby in," Hacker said. "We were just way off in the heat race, but we got it working now. I took about three or four tenths off my lap times. We'll be there this time."

Bret Beyer put his Suburban Motors-sponsored Harley-Davidson in front of Springsteen to win the third semi. Paul Morgan III worked his way past Don Estep to earn the final transfer.

"That was easy enough," Beyer said. "When you can get a good start and get up front on a good track, that's the key right there."

### 600CC SUPPORT FINAL

Instead of the usual Harley-Davidson 883 National, promoter Ronnie Jones opted to include a 600cc Support race to the schedule of events at Oklahoma City. The move appeared to be a good one as 34 riders vied for spots in the 15-rider, 15-lap feature, qualifying through both heat races and semis. The 600cc program moved along quickly as all the races went off without a hitch.

An AMA rule change allowed Grand National Experts to compete in both classes if they so desired, and the Lancaster H-D/R&I Manufacturing/Bell/Spectro/Motion Pro/Wigco Hauling-backed Coolbeth took advantage to smoke the field for the top honors. Charlie Orr chased Coolbeth for the entire distance, leading briefly on lap three before settling into the runner-up spot. Meanwhile, Greg Teague worked his way up from a seventh-place start to pass Tommy Colson on the last lap for third place.

"I got a pretty good start," Coolbeth said "That's unusual for me. Once Charlie went around me I just put my head down and went for it. I want to thank Ronnie Jones for putting these 600s here."

# Werner's centennial

As if Scott Parker's 64th career Grand National event win at the Oklahoma City Half Mile wasn't already enough of an event, the victory marked another unprecedented milestone. Factory Harley-Davidson wrench Bill Werner's 100th victory as a Grand National Championship tuner. It was a sweet accolade for Werner, who has spent the last 20 years of his life meticulously preparing top-level dirt track machinery for some of the true legends in the sport. Werner said that he still remembers his first win, with Gary Scott at the San Jose Mile in 1974, but that when it occurred, he never dreamed he'd ever see win number 100.

"When you win that first one, you feel a real sense of accomplishment. When I won with Gary Scott in San Jose, I though my life was complete. But this? I don't know," he said.

Werner will be the first to admit that it pays to be lucky, and he has had the good fortune of hooking up with the top riders in the sport. Aside from working with Scott, Werner spun the wrenches for Jay Springsteen during the former factory Harley-Davidson teamster's three-year reign of terror in 1976-78. But his most fruitful years have come with Parker as the pair has amassed 50 wins as a team since 1987.

"It's like a dream," Werner said. "When that 50th win happened, it was just a number, but when you get into the eighties and nineties, you start thinking, 'Maybe I can get 100.'"

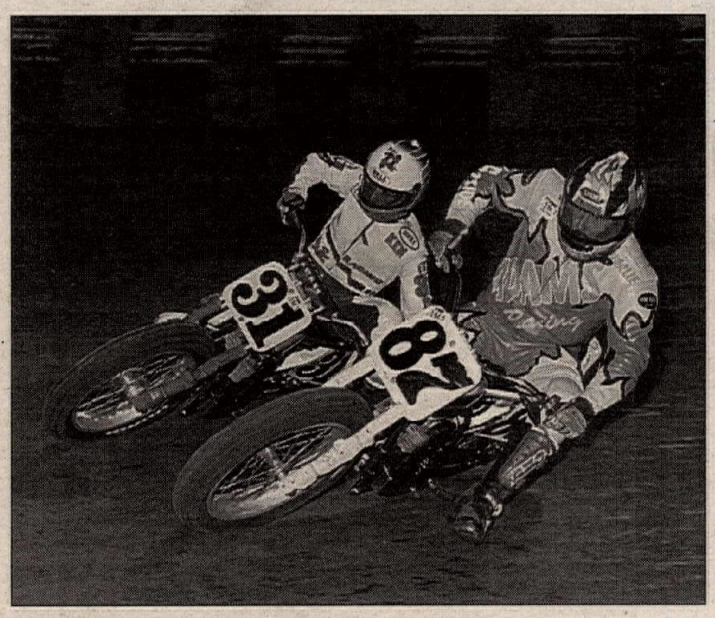
And finally that dream is a reality. But 100 wins aside, Werner has his eye toward yet another personal goal.

"If we could win the championship, that would be 10 championships in 20 years," Werner said. "I could certainly look back and say I did my job. It's been such an emotional roller coaster, because everyone has such high expectations of us. And when we don't do well, then everyone wants to know why. But there's so much parity in this sport. And I can guarantee you that every one of the other mechanics works every bit as hard as I do.

"I've been on the circuit for 20 years, but it feels like yesterday," Werner said. "I haven't missed a day's work in 10 years. In this world we live in, people associate who you are by your job. This is who I am, and I wouldn't trade places with anybody."

# Round 12: State Fair Speedway

(Left) Parker (right-center) invited longtime mechanic Bill Werner (left-center) onto the podium to celebrate Werner's 100th win as a Grand National wrench.
(Below) Ken Coolbeth (31) passed Charlie Orr (87) and won the 15-lap 600cc Support final.



### GRAND NATIONAL FINAL

King got the holeshot when the 17-rider final thundered off the line, but it wouldn't last as Parker swooped by down the back straight to lead the opening lap. King's situation would get worse before it got better as he slipped behind Hacker, and then Varnes, Carr and Davis.

"I got a good start, but I spun the tire and I knew I was in trouble right then," King said. "The tire didn't start working until about halfway. Once it warmed up, I started going forward but until then I was spinnng the rear wheel."

Davis, too, knew he was in for a long run right off the bat.

"I realized right from the beginning that I had the wrong gear on," Davis said. "They started running around the top and I couldn't keep pace with them. My motor was winding out at the end of the straights."

Parker then attempted to settle in, but the exuberant Hacker had negotiated traffic well from his second-row starting position, and he blasted by the champ on the fourth lap.

"I couldn't believe how good of a start I got," Hacker said. "When I got into the lead I still didn't think that I was going to win."

Parker had more to worry about than just Hacker, as Varnes dogged him on the potent, Johnny Goad-tuned Honda with Carr in tow for the next seven laps before seeing his way clear of Parker on lap 11. Varnes was showing his strength early, and he looked to be getting ready to put a full-fledged assault on Hacker when the roof caved in on his efforts as he suffered a flat tire and was forced to pull off.

"I was trying to get by Parker, then I thought, 'I'm gonna get Hacker,'" Varnes said. "Then, Wham! I was going into turn one and the thing let loose. I was having a hard time fighting it."

Though Hacker had pulled away from the rest of the contenders, Varnes' demise removed a crucial buffer between Hacker and Parker, and Carr's presence didn't help Hacker any either. Parker picked up the pace as soon as Carr came into view.

"I was putting the pressure on him," Carr said. "But I couldn't make a pass stick. I probably helped him run Hacker down, but I couldn't do anything with him. I just gave him some incentive."

"He did, he gave some incentive," Parker said. "He made me move around on the race track. I was finding traction lower on the track. I think Hacker's line was burning up. Everyone else was running in the middle. I was cutting 40 feet off the track in the turns."

Though Hacker still ran alone, Parker was on the move, and on laps 18 and 19, Parker gave Hacker a couple of looks to the inside. On lap 20, Hacker moved off line ever so slightly in turns one and two, and Parker pounced.

"I looked back and they (Parker and Carr) were a long way back," Hacker said. "Then I looked back again and they were right on my tail."

Parker shot up underneath to take control just before flagman Steve Feracci gave the pair the five-lap sign. Hacker got a little wild in his attempts to repass Parker, but then the 19-year-old quickly settled down and began to devise a plan.

"I studied him for one or two laps," Hacker said. "I figured if I got all riled up and started making stupid moves, it wouldn't do me any good. But if I stayed calm, the worst I could get was a podium finish. That ain't bad."

But Hacker still refused to concede the win to Parker as the white flag flashed, and he picked his shot at the champ with the care of a marksman, going deep into turn three and then pulling wide off four for an outside pass attempt.

"It was all I had," Hacker said. "I figured I had a fifty-fifty chance."

But Parker left nothing to chance, and though Hacker ducked ahead of Parker briefly, Parker was flat hooked up, and he crossed the line to collect win number 64 no more or less easily than the other 63.

"I don't care who it was," Parker said. "I knew it was going to be tough for him to pass me on the outside. What he should have done was try to go higher yet and see if he could find some traction."

Nonetheless, Parker had nothing but kind words for the rookie runner-up.

"He's riding smart," Parker said. "It's the same way with Kevin Varnes. We've got the best guys out there right now. Everyone's looking out for one another, and you can be racing without having to worry about someone running underneath you. That's why it's so competitive." CN

**State Fair Speedway**
**Oklahoma City, Oklahoma**
**Results: July 29, 1995 (Round 12 of 24)**

**HEAT 1** (10 laps; 10 riders, top 2 transfer): 1. Rich King (Hon); 2. Davey Camlin (H-D); 3. Jay Springsteen (H-D); 4. Mike Varnes (H-D); 5. Georgie Price IV (H-D); 6. Willie McCoy (H-D); 7. Jim Sumner (H-G); 8. Tom Troudt (Hon); 9. Victor McAnally (H-D); 10. Brain Anderson (H-D).
**Time:** 3 min., 55.77 sec.

**HEAT 2** (10 laps; 10 riders, top 2 transfer): 1. Will Davis (Hon); 2. Chris Carr (H-D); 3. Larry Pegram (H-D); 4. James Hart (H-D); 5. Mike Hacker (H-D); 6. Tommy Colson (H-D); 7. Chris Evans (Hon); 8. Recil Hart (H-D); 9. Andy Tresser (Duc); 10. Lance Jones (H-D).
**Time:** 3 min., 55.24 sec.

**HEAT 3** (10 laps; 10 riders, top 2 transfer): 1. Scott Parker (H-D); 2. Kevin Atherton (H-D); 3. Brett Landes (Hon); 4. Chance Darling (H-D); 5. Bret Beyer (H-D); 6. Steve Beattie (H-D); 7. Dale Jenneman (H-D); 8. Kenten Longcor (Hon); 9. Joey Duvall (H-D); 10. Joe Kopp (H-D).
**Time:** 3 min., 54.69 sec.

**HEAT 4** (10 laps; 10 riders, top 2 transfer): 1. Kevin Varnes (H-D); 2. Ken Coolbeth (H-D); 3. Dan Butler (H-D); 4. Aaron Hill (H-D); 5. Paul Morgan III (H-D); 6. Ronnie Jones (Hon); 7. Terry Poovey (Hon); 8. Don Estep (H-D); 9. Marc Gifford (H-D); 10. Steven Gill (H-D).
**Time:** 3 min., 53.50 sec.

**SEMI 1** (8 laps; 11 riders, top 3 transfer): 1. Dan Butler (H-D); 2. Chance Darling (H-D); 3. James Hart (H-D); 4. Ronnie Jones (Hon); 5. Chris Evans (Hon); 6. Joe Kopp (H-D); 7. Dale Jenneman (H-D); 8. Lance Jones (H-D); 9. Marc Gifford (H-D); 10. Tom Troudt (Hon); 11. Georgie Price IV (H-D).
**Time:** 3 min., 08.64 sec.

**SEMI 2** (8 laps; 11 riders, top 3 transfer): 1. Mike Hacker (H-D); 2. Brett Landes (Hon); 3. Terry Poovey (Hon); 4. Steve Beattie (H-D); 5. Aaron Hill (H-D); 6. Mike Varnes (H-D); 7. Jim Sumner (H-D); 8. Recil Hart (H-D); 9. Brain Anderson (H-D); 10. Joey Duvall (H-D); 11. Steven Gill (H-D).
**Time:** 3 min., 07.17 sec.

**SEMI 3** (8 laps; 10 riders, top 3 transfer): 1. Bret Beyer (H-D); 2. Jay Springsteen (H-D); 3. Paul Morgan III (H-D); 4. Don Estep (H-D); 5. Larry Pegram (H-D); 6. Tommy Colson (H-D); 7. Andy Tresser (Duc); 8. Willie McCoy (H-D); 9. Victor McAnally (H-D); 10. Kenten Longcor (Hon).

**GRAND NATIONAL** (25 laps; 17 riders): 1. Scott Parker (H-D); 2. Mike Hacker (H-D); 3. Chris Carr (H-D); 4. Will Davis (Hon); 5. Rich King (Hon); 6. Kenny Coolbeth (H-D); 7. Davey Camlin (H-D); 8. Brett Landes (Hon); 9. Bret Beyer (H-D); 10. Chance Darling (H-D); 11. James Hart (H-D); 12. Paul Morgan III (H-D); 13. Kevin Atherton (H-D); 14. Dan Butler (H-D); 15. Jay Springsteen (H-D); 16. Kevin Varnes (Hon); 17. Terry Poovey (Hon).
**Time:** 9 min., 41.58 sec.

**AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS** (After 12 of 24 rounds): 1. Scott Parker (139 points/4 wins); 2. Will Davis (114/1); 3. Rich King (113); 4. Jay Springsteen (99/1); 5. Chris Carr (98/1); 6. Kevin Atherton (84); 7. Steve Morehead (78/1); 8. (TIE) Kevin Varnes (68/1)/Ronnie Jones (68); 10. Mike Hacker (66); 11. Steve Beattie (53/1); 12. Davey Camlin (49/1); 13. Brett Landes (40/1); 14. Larry Pegram (36); 15. Rodney Farris (34); 16. (TIE) Dan Butler (33)/Terry Poovey (33); 18. Geo Roeder II (23); 19. Georgie Price IV (21); 20. Willie McCoy (19).

**600 SUPPORT FINAL** (15 laps; 15 riders): 1. Kenny Coolbeth (W-R); 2. Charlie Orr (Rtx); 3. Greg Teague (Rtx); 4. Tommy Colson (Rtx); 5. Todd Winsett (W-R); 6. Tommy Hayden (Rtx); 7. Jim Sumner (Rtx); 8. Joe Kopp (W-R); 9. Kris Armentrout (Hon); 10. Scott Scherb (Rtx); 11. Marc Gifford (KTM); 12. Phillip Lash (KTM); 13. John Hlebo III (Hon); 14. Dale Jenneman (Rtx); 15. Georgie Price IV (Rtx).
**Time:** 5 min., 57.12 sec.

Upcoming Rounds
Round 13: Peoria, IL - August 6
Round 14: Rapid City, SD - August 9

## Briefly...

In winning the Oklahoma City Half Mile, **Scott Parker** took away $4500 from the purse plus $3500 from Harley-Davidson and $300 from Bell Helmets contingencies for an $8300 payday. Second-placed **Mike Hacker** collected $2850 from the purse and another $1700 from Harley-Davidson for a total of $4550. **Chris Carr** earned $2100 from the purse, $1000 from Harley-Davidson and $500 from Arai for a total of $3600.

At the conclusion of the feature **Scott Parker** jumped off his motorcycle shouting, "100! That's one hundred!" in reference to Bill Werner's 100th win as a Grand National Championship mechanic (see sidebar). Werner was obviously pleased and even joked about the milestone. "You know what they say," Werner said. "That first 100 is always the toughest."

The **AMA** opted to **tear down** Mike Hacker's Spectro/Moroney's H-D-backed XR750 after the main event. Hacker's machine proved to be legal, and the youngster himself was relieved because it put to rest a lot of pitside rumors. Lest anyone think that the AMA was being selective, last week the sanctioning body elected to tear down top three finishers Will Davis, Scott Parker and Chris Carr at the Sedalia Half Mile. Because they were torn down last week, Carr and Parker were not torn down again at Oklahoma City.

Promoter **Ronnie Jones** appeared to have all the bases covered to ensure that the State Fair Speedway racing surface was fit to host the dirt trackers. Jones called in West Cost promoter and track man **Harold Murrell** to handle the track grooming, and Jones again had another open-wheel race car at his disposal in case it was necessary to burn in a groove. But the track shaped up immediately this year, and several riders were reeling off low 22-second lap times - the norm for the entire evening - as well as 94-mph trap speeds at the end of the front straightaway in the very first practice session.

Lake Odessa Half Mile winner **Steve Beattie** was looking forward to a good night in Oklahoma City, but the Canadian struggled from the first practice session and never could get a handle on the facility. "We're just chasing the setup," Beattie said. "There's a lot of traction. It's kind of like I-96. I don't know why I'm having problems." Beattie failed to make the main event after finishing fourth in the second semi.

After the scare in the heat race which saw eventual fourth-place finisher **Will Davis** lose his sprocket bolts, Davis made sure that the same thing would not happen in the main event.. "I threw the torque wrench on them myself," Davis said with a smile. Davis also said that he wasn't concerned about the 25-point spread between himself and leader Scott Parker. "We still ain't counting points," Davis said." We're still within shouting distance of him. He's tough, but we're going to keep swinging at him and hopefully chop that points lead down. As long as we can get a few points, we'll be alright."

**Larry Pegram** suffered tire problems on his Eaken Racing-backed Harley-Davidson all night which kept him out of the main event. Pegram finished third behind Chris Carr in the second heat race while suffering a flat rear tire, and Pegram said that the new tire the team fitted for the semi chunked on the first lap. Pegram soldiered to a fifth-place finish in the third semi. "I was over a half a second slower in the semi than in my heat race," Pegram said.

Wedding bells for **Chris Carr**? Apparently so. The Team Harley-Davidson announced his engagement to **Pam Brooks** over the weekend at Oklahoma City, and the couple plans to marry in Pennsylvania on December 22.

**Quote of the race:** "I can't figure it out," said race winner **Scott Parker** of Bill Werner's 100th win. "Every time I think that I'm going to gain a win on Werner, he pulls ahead by one more."

**More quotes of the race** could be found in the exchange between **Jay Springsteen**, who finished an uncharacteristic 15th in the main event, and 13th-place finisher **Kevin Atherton**. Both were still able to manage a smile over their finishing positions. "I was riding around back there, and I looked back to see who was behind me," Springer said. "And there was nobody, I was last. I thought, 'Well this is great, I'm last.' Somebody had to finish last." "I know," Atherton replied. "Toward the end there, I looked back just to make sure that *I* wasn't running last."

**Jay Springsteen** also wanted us to mention one of his main sponsors, American Rider magazine. "They've been real good to us," Springsteen said. And for some reason they haven't been on our sponsor list in the race programs. We just wanted to thank them and apologize for that. It's been taken care of."

# Ryan Hughes erupted from the mud during a damp day at Unadilla to make history repeat itself in the 125cc AMA National Championship MX series.

Hughes snatched another Unadilla win for Team SplitFire/Pro-Circuit/Kawasaki, grabbing the series lead, just like last year.

Looks like deja vu, all over again.

**Kawasaki**

Ryan Hughes Team SplitFire/Pro-Circuit/Kawasaki 125cc Unadilla Valley Sports Center - NY July 23,1995

SplitFire SPARK PLUGS · PRO CIRCUIT · Kawasaki · UFO · Twin Air · AIRWALK · BELL · SCOTT USA · Troy Lee Designs · WORKS CONNECTION · BRIDGESTONE · THROTTLE JOCKEY · Renthal · BRAKING · RK · MAXIMA · YETI

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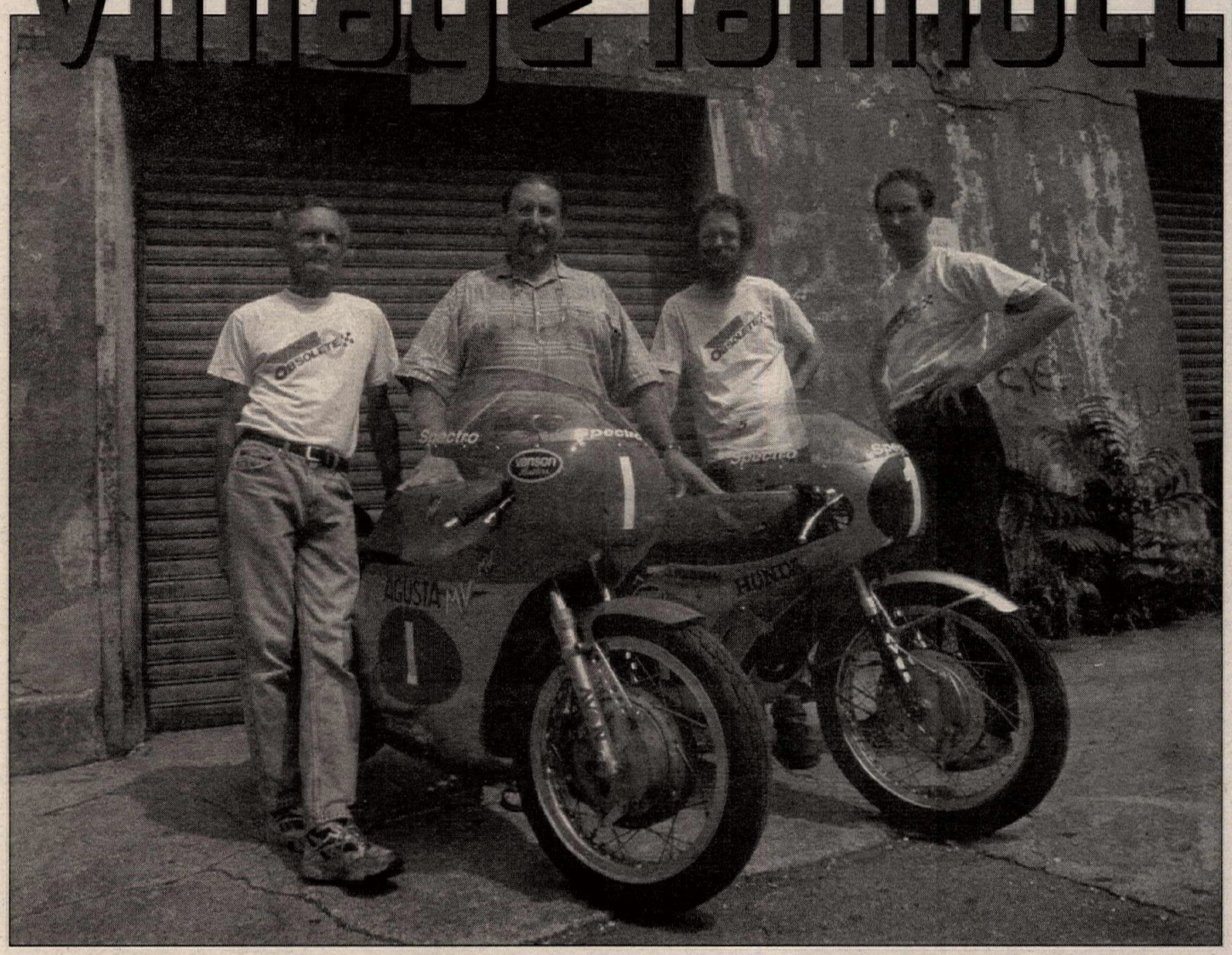
# Vintage Iannucci




**(From left to right) Team Obsolete - Nobby Clark, Rob Iannucci, Dave Roper and Alex McLean - pose with two of their valued possessions, the Honda 6 and an MV Agusta.**

**By Henny Ray Abrams**

Rob Iannucci has been involved with motorcycles for better than 25 years, but he'd never seen anything like this. Prior to the 1995 Dutch TT at Assen, Iannucci put five of his exotic racing motorcycles, along with their original pilots, out on the hallowed Circuit van Drenthe as part of a 25-rider celebration of road racing history. There was 15-time World Champion Giacomo Agostini on the MV Agusta, six-time champion Jim Redman on the jewel-like Honda 250 six-cylinder, 1969 250cc World Champion Kel Carruthers on another MV after his Benelli started making funny noises, former World Champion Luigi Taveri and Franco Bonera.

"The crowd went wild," Iannucci said during an interview at his Team Obsolete shop near downtown Brooklyn, New York. "They climbed over the fences, they were out on the track, they were chanting 'more, more, more.' The Grand Prix mechanics abandoned their garages and they ran out on the track, and there were people crying and hugging and kissing and we were on television all over Europe. It was a really great thing. It was a total watershed event."

The Dutch TT was part of what Iannucci has come to call EuroTour '95, a series of exhibitions of his classic motorcycles at tracks around Europe. He came away from it in awe of the power of the machinery. "I felt like I died and went to heaven. Never before in my whole life was I personally able to make so many people happy. It was great. It was like being a performer."

That, in a nutshell, is the essential Iannucci. Equal parts bombast and boast, promise and performance, enthusiasm and ceaseless energy. He has his detractors, but none would deny his unyielding tenacity or the rabidity with which he pursues his quest. He is known to speak in hyperbole, often announcing the impending arrival of the pithy quote.

"I was about to come up with one of my famous quotes," he says during a discussion of the current state of road racing. "And that is, "Noise is to Grand Prix road racing what taste is to eating good food.'"

Subjective?

"It's not only subjective, it's an essential element. Good bad or indifferent, it's an essential element. It's something that has to be reckoned with, and the one thing that the two-strokes don't do, is they don't make the right sound."

Dave Roper, vintage racer nonpareil, working nearby in the Team Obsolete shop, said, "That's subjective, Rob. I think two-strokes sound great."

"That's because you're a sick (expletive), and it's a good thing you're not running Grand Prix racing otherwise the whole sport would be barefoot and shirtless," Iannucci blares amiably, to which Roper calmly responds "It's totally subjective. I think four-strokes sound great, too. I'm not saying that one is better than the other, even a Wankel sounds great."

"I think you're way out in left field here," Iannucci said. "You can have your opinion and I can have mine. I'll bet you that if you went out to a road race track and you put some of our multis on the track and then you put some of the modern GP 500 two strokes on the track, and you put equipment on the spectators to measure things like heart rate and pulse and blood pressure and..."

Roper interjected, "Erections...

"...erections. The whole nine yards, sexual arousal, whatever it takes. I'll bet you that we could charge up the fans with these multi four-strokes better than the two-strokes can. I bet we could do more with parades than they could with races, in terms of charging them up. Certainly, if you wanted to compare apples to apples, that sport lost something. Speed is not an important thing. People go to horse races and the horses go 30 mph."

Stepping up to the challenge, I suggested that they go to horse races to gamble away their life savings. "They don't go to horse races to watch the beauty of the horse."

"That's not true, there's a lot of places where horses are raced in the world where they don't bet on them." Iannucci responded.

I disagree, telling him that most places, they go to bet on them.

"Whatever it is, it doesn't make any difference if the bike is going 100 or 150 or 200 or 80. It's a question of close racing. Speed is a relative thing.

"My point," he says later in the discussion, "is that in order for racing to be interesting, first it has to be close, and that's more important than the absolute speeds or lap times or whatever else. And secondly it has to sound right. I think if they just told those guys you've got to have four separate exhaust pipes, even if they're muffled, they still have a nice sound to them." After a bit of back-and-forth Iannucci distilled it down to a single element:

"There's a flavor in there also. Maybe flavor's not just the right word, but I'm not a noise expert or acoustics expert," he says.

"There are some who would say you're a noise expert," I offer.

"Moi?" he said in mock horror.

"Not myself, but there are some."

"But you've heard rumors."

"I've heard, I've heard. I'm not sure they're rumors. I've heard things," I say.

Dave Roper has worked for Iannucci full-time since 1984 and is the longest serving of the nearly 200 Team Obsolete employees. The secret to dealing with Iannucci, he says, is multi-pronged.

"Part of it is ignoring him, just going ahead and doing what I was going to do anyway. Part of it is listening to him, because I think he is genuninely a very bright guy and he does have a lot of very good ideas. Part of it is telling him, 'so fire me.' And part of it is poking him in the chest and telling him he's a (expletive). With all of those, we seemed to have worked out something.

"Sometimes he does surprise me. Sometimes he comes up with these ideas, and sometimes I think, 'this is crazy, this is just going to be a nuisance, it's going to be a pain in the ass, it's going to get in the way.' Like we did the video of the classic experience by mounting the camera on the G-50 and doing the Isle of Man (the site of one of Roper's most notable triumphs. He won the 1984 Classic TT and still holds the lap record for a standing start for that class. It was both the only time an American has won the TT and the only time a G-50 has won a TT). I thought that was just the dumbest idea when we're trying to run a race here. But it turned out that it was great. It wasn't that much in the way and the video came out very well and it's brought so much joy to a lot of people. People all the time are coming up and telling me how much they enjoyed it, so it was a great idea. And I didn't realize how many people would enjoy watching it."

"After you take away all this other stuff, at the center of it is people," Iannucci says. "And I am very, very much a people person. I talk all day long. I never stop talking. I should probably have a telephone implant."

Rob Iannucci is a bear of a man with narrow-set eyes that gaze over a largish nose which sits above a graying goatee. His almost shoulder-length hair is worn in a pulled-back ponytail. That, along with a six-foot frame that's a few belt notches toward portly, suggests either a well-groomed dirty shirt or a jazz musician who's been on one too many dinner cruises. He's a New York lawyer by vocation and everything that encompasses.

"I recently did a murder case in Virginia," he says when asked about how actively he practices law. "I got the guy one year, the co-defendant got 30 years. My guy wasn't guilty, really.

"I don't normally do criminal defense work, but I just did it because it was a challenge, and I guess a lot of the things that I've done in my life I've done because they were challenges."

The end result of those challenges is that he has established himself, and the revolving hard-core group of enthusiasts that make up Team Obsolete, as the preeminent force in classic motorcycle racing and collecting. He organized his first vintage races at Bridgehampton, Long Island, back in 1976 and immediatley began to think bigger. After much cajoling he convinced the powers-to-be at Daytona to allow him to run the first vintage races in 1981, but Daytona only

allowed the use of the infield section, not the banking. There were 33 bikes in the field, 15 of which had Team Obsolete parts on them just to get them running. This year there were 500 bikes and the full track, including the banking, was used, and Daytona expanded it to a two-day affair which drew record crowds.

In 1985 Iannucci was the driving force in forming the American Historic Motorcycle Racing Association (AHRMA), which currently runs vintage racing, though he's involved in a long-running feud with AHRMA's Executive Director Jeff Smith. At Iannucci's urging, AHRMA has gotten into dirt track racing, and he expects it to move into TT and drag racing. There is more to come, and it will likely come out of his shop.

To get to the Team Obsolete shop by public transport, you can take the D or Q subway to the DeKalb Avenue station. Cross Flatbush Avenue, a short jaunt down Prince Street past the long shadows of the R.V. Ingersoll Houses, an urban housing project, turn left at "Frank's Sandwhich (sic) Shop," and around the corner you'll come to the Team Obsolete compound. Within the walls of this Brooklyn shop are many of the most valuable and historic pieces of racing equipment ever to grace the asphalt. And Iannucci has devoted his life and all of his resources to acquire, restore, and race them.

"The team has never broken even," Iannucci says. "The team always runs at a loss, so I have to make it up elsewhere - through legal work and I have some real estate investments."

The biggest chunk of sponsorship comes from Vanson Leathers and Spectro Oils, and the team also gets help from Air Tech, Avon Tires, Bell Helmets, Works Performance, Autolite Spark Plugs, and Renold Chain.

"There's no way that I can complain that I'm a pauper. I'm surrounded by all this stuff. But I really don't have the bucks that people attribute to me. If I cashed out I would. I still struggle to pay my phone bill every month."

Not long ago, the struggle was to keep his Matchless G-50 from being impounded by city marshals. Iannucci had become a scofflaw, accumulating a number of parking tickets, which he was contesting. But during the process, the marshals came to collect his Matchless, after which ensued a 90-minute standoff during which he tried to plea bargain with the marshals and the police. Eventually they struck a deal where he could transport the bike to the impound in the Team Obsolete van, with a marshal riding along to keep them honest. The bike has since been recovered.

It's been that way ever since Iannucci got interested in motorcycles in the late '60s. He paid for his first Matchless G-50 with the proceeds from his junior-year law school loan - "which created a little problem at law school," he admits. "I never let not having the money hold me back. I always figured that if you do something, one way or another you fig-

(Above) A trip through Iannucci's gallery is a trip through the history of road racing.

# Vintage hero

It is impossible to think about the success of Team Obsolete without thinking of Dave Roper. The tall, bearded New Yorker has been with Rob Iannucci for better than a decade, as a rider, full-time employee, sounding board, and whipping boy. When not out chasing championships or doing exhibitions, such as the recently successful display of World Championship machinery at the Dutch TT at Assen, Roper works on the race machinery in the Team Obsolete shop in Brooklyn. And when he's not doing that he's out racing his own bikes or pursuing a number of eclectic interests that have little to do with motorcycle racing.

He has a voracious appetite for motorcycle road racing news, always wanting to learn more, not only about the bikes which he's racing, but about modern Grand Prix racing and AMA Superbike racing as well. In the end, though, it's the race track that draws Roper home.

"I still got this monkey on my back, and I've got this race thing," Roper said during a talk held in the Team Obsolete dining room/laundry room/magazine archive. "And while I like doing those high-profile things, I also like going to an absolutely nothing club race where no media's there and racing on anything. I'll race anything. I'm a junkie. Just having a good dice or just trying to push yourself, there's something very genuine about that, so I love all those types of things."

In 1995 Iannucci made a conscious decision to spend more time on exhibitions and less time adding to his total of 20 AHRMA titles. For Roper, it meant a different focus and one that didn't provide the same kick.

"To Rob, maybe they're more interchangeable; it's doing something with bikes. To me, they're very different things. They have different satisfactions for me. I do think it's neat. The thing at Assen was neat with Ago, and Ago was brilliant. He was classic Ago. He was the last one to show up and made this sort of grand entrance, and was totally gracious and said 'hello' to everybody down the line and then went out and wrung it's neck and really rode it hard and made lots of noise. He was great. And Jim (Redman) was great too.

"I try to keep in mind that these titles, and even winning an individual race, it doesn't mean all that much. It's a very abstract construct we've got here. And the title, even particularly, you've got this sort of arbitrary point system and what does it mean at the end. It doesn't mean you're a better person or anything like this. On the other side of this it's nice to have a goal, it's nice to try and do something well, it's nice to push yourself. On an individual race, I can get my satisfaction if I feel like I've ridden well and it doesn't matter if I'm first or 17th. Because it has to do with what you're riding on and who you're riding against, and all these things and individual circumstances. So, often the race result doesn't reflect at all about how you feel like you did. You can win a race and feel like you rode poorly. And I guess it's even more true in a championship. If we set that as a goal, I'm going to try do well and try to pursue that."

On a recent weekend away from Team Obsolete, Roper drove up to Southwick, Massachussetts, to race his Greeves 380 Griffon in a vintage motocross. His actual placing is far less important than the actual result of the race. "I had a cutthroat duel with my friend and arch-nemesis, and I won that," he said. He'll be taking his Velocette Thruxtonup to Mosport in a few weeks, and he also races an A1-R Kawasaki.

Roper began his collaboration with Iannucci aboard one of the Team Obsolete Harley XR-750 road racers in 1980. He was still riding his own bikes, but he gave Iannucci and his then partner, Jeff Elghanayan, the right of first refusal.

Since then, he's ridden in countries all over the world and helped Iannucci rack up most of his better than 150 race wins. Despite having a chance to ride the Honda 250 six-cylinder and the MV Agusta three and four-cylinders, Roper can't escape the lure of the single.

"It's hard to beat a 7R or G-50. It seems odd, having a chance to ride all this exotica. You get diminishing returns from all this extra complication, and they are simple and they handle great and they just have this feel. And maybe it's just experience, I've ridden them so much that it feels like an old shoe. But on a real twisty course, you can't beat it," Roper said.

The Matchless G-50 is a 500 and the AJS 7R, which has a smaller bore, is a 350. "It's sort of like a Ford-Mercury type thing, just different badging. Virtually identical."

He hasn't had a real chance to ride the Honda six very hard, though he has done a number of laps on it on various race tracks.

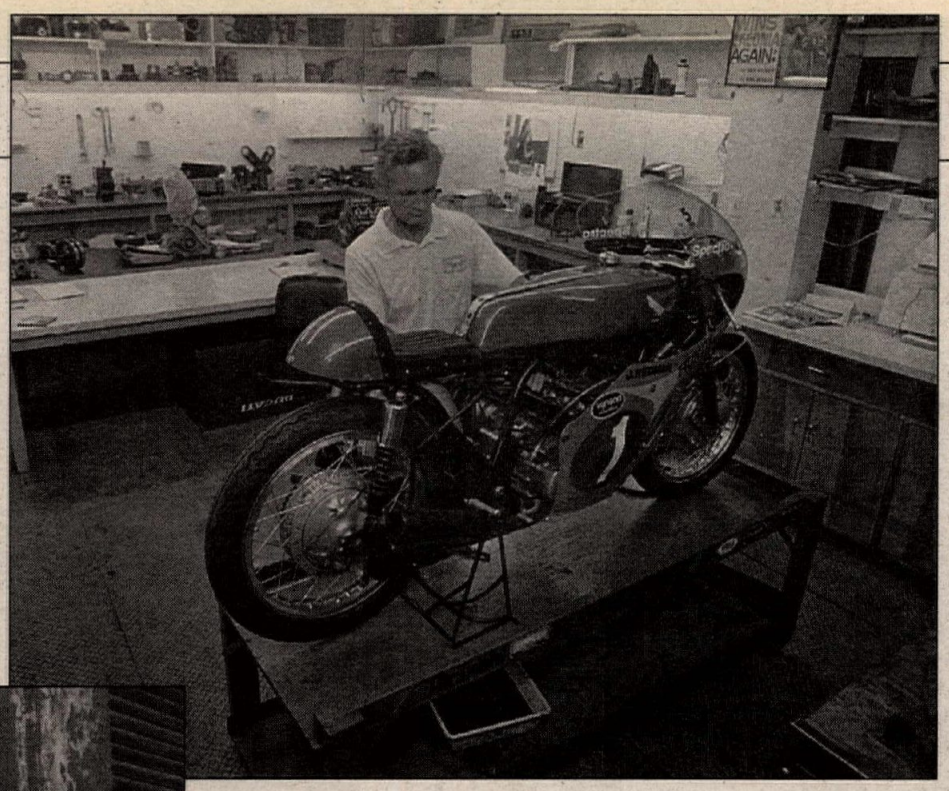
"I was sort of surprised by it, that it was as easy to ride as it was. I thought it would be so extremely peaky. Like I tried to clutch in the slow corners, but, finally realized that you don't have to do that at all. It's easy to stall the motor, but it will start back up because it's got no flywheel effect and it's really got quite a broad powerband from like ten grand up to 17,000. So you really have plenty of powerband. Actually the motor is fairly easy to ride. And it doesn't handle. It's a little light and twitchy, but it wasn't scary or anything. I haven't had a chance to ride it hard, and I'd love to do it. I don't know if I'll ever have the chance to do it because the bike is just so valuable. And it does make more sense for Jim Redman to do it. He's got his long association with it. It would be really fun to strap one of those things on and have a race with it."

Of the MVs, he says that the 350 four-cylinder, the Electronicca, is his favorite. "It is more developed and it is a superb motorcycle, neat motor. And I did actually race that at Scarborough in a race they called the Golden Era, which went up to 1980, I guess, with TZs and RGs. And it's got the disc brakes which are easier to work than drum brakes. And it handles very well. The three cylinders, I find they're sort of hard to ride. Some of it is just controls. A fairly long shift throw, and they have a fixed front brake lever. The bracket is fixed on the handlebar, which I find a bit of an awkward angle and this wrist has been through a lot and it doesn't work as well as it once did. A long throttle throw, we put a shorter throw on it, but still you're lifting three carbs and you've got to turn it. And it doesn't have a lot of flywheel, a lot of shifting and a lot of gears in the transmission. So you're doing a lot of this stuff with the wrist, so I find it a lot of hard work. They're fast, obviously, but they're a bit of hard work."

ure out how to pay for it, and if you're willing to stay up all night and bite your fingernails and have your eyeballs as big as saucers at 3 a.m., that's the price you've got to pay. I guess that I've done that my whole life because I've always lived on the edge."

What Iannucci ultimately credits the success of his operation to is the goodwill he's been able to foster over the years.

"Probably more than anything else, Team Obsolete is a triumph of networking. We have people all over the world who have helped us out, they're our friends." And they help in immeasurable ways, with logistics, hotel reservations, the use of a car in a foreign land."



**(Above) Nobby Clark tinkers with the 250cc six-cylinder Honda - Team Obsolete's most prized possession.**
**(Left) The MV Agusta now resides in team's Brooklyn, New York, headquarters.**

## Inside Team Obsolete

There is a never-ending quest for the Holy Grail, as Iannucci puts it, and the acquisition of the MV Agusta race bikes, after five years of litigation, both in the U.S. and Italy, has to rank as one of his crowning glories.

"I'm never fully satisfied. I think that's probably my strength and my weakness. When we got the MV deal there were other people in the world who actually bid a lot more money than we did, and they sold it to us. And they did it because of our racing history and because of what they thought we would do with them, which is exactly what we have done with them. And so that's kind of my mission in life - to let people see the things and appreciate them and understand the history of the sport, and maybe it even gives ideas for the future of the sport."

Iannucci began working the phones to Gruppo Agusta in 1981 after seeing a blurb in a magazine - and in 1986 they were ready to sell. When all of the legal work was completed in 1993, Iannucci ended up with 20 motorcycles and several racks of spare parts which, he said, Roper has broken the code on.

A tour of the dark and cluttered shop is like a walk through time. Hanging from the rafters are fairings from Gene Romero's factory Triumph, Dick Mann's factory BSA, and a seat section from a Harley road racer ridden by Scott Brelsford sits atop a parts wall. There are frames and wheels and tires and gas tanks and walls and walls of parts, all immaculately labeled. Iannucci pulls a bearing support for a timing gear on the MV triple out of a box and admires it. "I've never seen parts as beautifully machined as they are on the MVs. These are the Holy Grail, the triples. Really, the history of the triple is the history of Agostini because the triple was built for him and he was the primary rider during the era of the triple. It's a lovely machine, it's small, it's nimble, it's tidy. It's completely built around Agostini's riding style. A bigger rider is going to have a difficult time with it."

He has since acquired an even more valuable piece, the Honda 250 six-cylinder which Jim Redman won the 1963 World Championship. ("That thing represents 20 motorcycles or more that I had to sell to pay for it. I cashed in a lot of stock to buy that bike," Iannucci said.) And, between the MVs and the Honda, Iannucci has shifted the focus of his operation from racing to exhibitions.

"The stuff is only alive when people interact with it," Iannucci says. And the people he's had to interact with it comprise a Hall of Fame crew - Giacomo Agostini, Jim Redman, Phil Read, Kel Carruthers, Luigi Taveri, Franco Bonera, Mick Grant, Gary Nixon, Dave Aldana, Dick Mann, and Yvon DuHamel have all ridden Team Obsolete tackle.

"This machinery was meant to have the best riders in the world on it. To the extent that we can recreate that, even if its just a little glimpse of the past, putting an old rider on it who accomplished great things with it as a young man and seeing the look on his face and seeing the look on the faces of the crowd - that, to me, really is what it's all about." CN

## The gallery

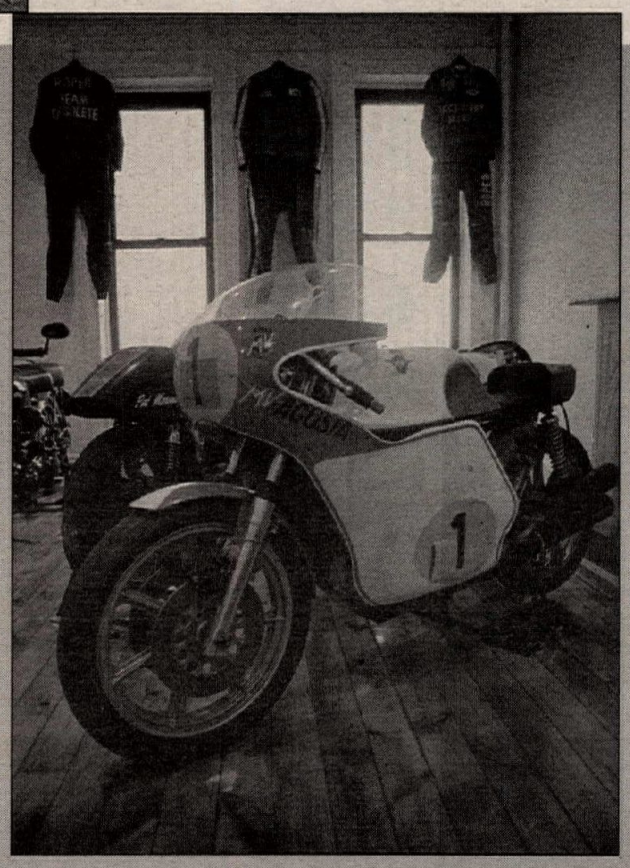
Tucked behind the Team Obsolete shop, on the ground floor of an apartment building that Rob Iannucci owns, is a gallery of racing motorcycles that tells a large part of the history of road racing, along with a taste of dirt tracking. Lined up from one end of the railroad flat to the other are vintage MVs, Harley-Davidsons, AJSs, Velocettes, and Triumphs. Pick a bike, and Iannucci will rattle off the technical and racing highlights with undeniable enthusiasm.

"That is the engine that Mike Hailwood won the '78 TT with," he begins, pointing to a stand-alone motor near the entrance to the flat. "It's a Ducati NCR. It's a very special version of the 860 with real trick crankcases."

The Benelli 350 which Kel Carruthers raced early in 1970, the season after he won the 250cc title on a Benelli 250 four, rests near the door after its return from Assen where it had to be pulled from the Parade of Champions.

It made a little noise in the bottom end and we shut it off. That happens. These exotic bikes are like a very thoroughbred race horse - it's a very, very single-purpose thing. They weren't designed for privateers, they were designed to finish one race. And as long as they finished that race they accomplished what they were designed to do."

Painted on the tail section is the late Renzo Pasolini's name. "It would have been Pasolini and (Phil) Read and Carruthers, and I put Pasolini's name on it because he was the most famous out of the bunch and he's not around any more to argue the point," Iannucci said. "The Benelli team was very small. It wasn't well-funded. This is almost a completely hand-built motorcycle. If you study the pictures, clearly Pasolini rode this bike, and there probably there was a great deal of exchange of bikes between the others, depending on which one was broken and who was the hot man at any given time."



Next to it is one of the late MV Agusta 4s, then a MV 203, twin-cam single from '54 with an Earl's-type front fork. There is his Harley street bike, an XR-750 chassis with a Thunderhead Sportster engine and next to it is another Harley XR-750 street bike that he's keeping for a friend, and an XR-1000 engine in a Bartel's frame.

"This is a Lowboy KR Harley road racer that we just finished restoring. Sometimes I'll sell a person a bike and the deal will be that the bike will be delivered restored or rebuilt. I don't really do restoration for restoration work. We don't really take small jobs. We're just not set up for it. Occasionally, we'll sell a classic racer to somebody, like this was a pile of bits when we sold it.

"This belongs to a friend of mine. It's a KTT Mark 8 Velocette, it's actually the last one built." It sits next to a Matchless G-50 dirt tracker that Dick Mann used at Ascot in 1963, clinching the National Championship by one point over George Roeder.

"This is the last MV that won a Grand Prix, and that was Nurburgring in 1976, with Agostini." Nearby is one of the Team Hanson Matchless G-50s. There are a couple of factory Harley XR-750 road racers which he got while being supported by the factory in the early '80s. And along one wall, a Vincent Black Shadow, which he's storing for a friend. Hanging from a wall at the far end are his and Roper's old racing leathers.

In the middle of the room is a "triple knocker," a three-valve, three-cam, AJS from '54.

"This is the one that won the 1954 Isle of Man Junior TT," Ropar explained. "It has a fuel pump that takes the fuel from the bottom of the tank and puts it up into the head of the tank, it's slick. We ran it a few years ago. That was the last year that AJS had a works road racing team. It's quite the machine. It's very low, it's got dropped-low triple clamps. The factory bosses wouldn't let them streamline it, and they couldn't tuck in, that's why you've got this panniered fuel tank. There was a management policy that said streamlining was too far afield from what they were selling to the public. That's why they went out of business."

Reigning 250cc MX Champion Mike LaRocco proved once again he's more than a match for one of the toughest tracks on the circuit. The Team Kawasaki rider took the overall win at Unadilla for the second year running. Up to his goggles in mud, LaRocco even had time to grab a spare pair as he stormed his way to the finish.

Here's lookin' at you, Mike.

Kawasaki

Mike LaRocco Team Kawasaki 250cc Unadilla Sports Center - NY July 23,1995

BEL-RAY BRIDGESTONE Renthal PRO GRIP NGK ACERBIS DID CHAIN WISECO BRAKING BRAKE SYSTEMS Effex MXGear SEATS AND GRAPHICS UNI UNI FILTER

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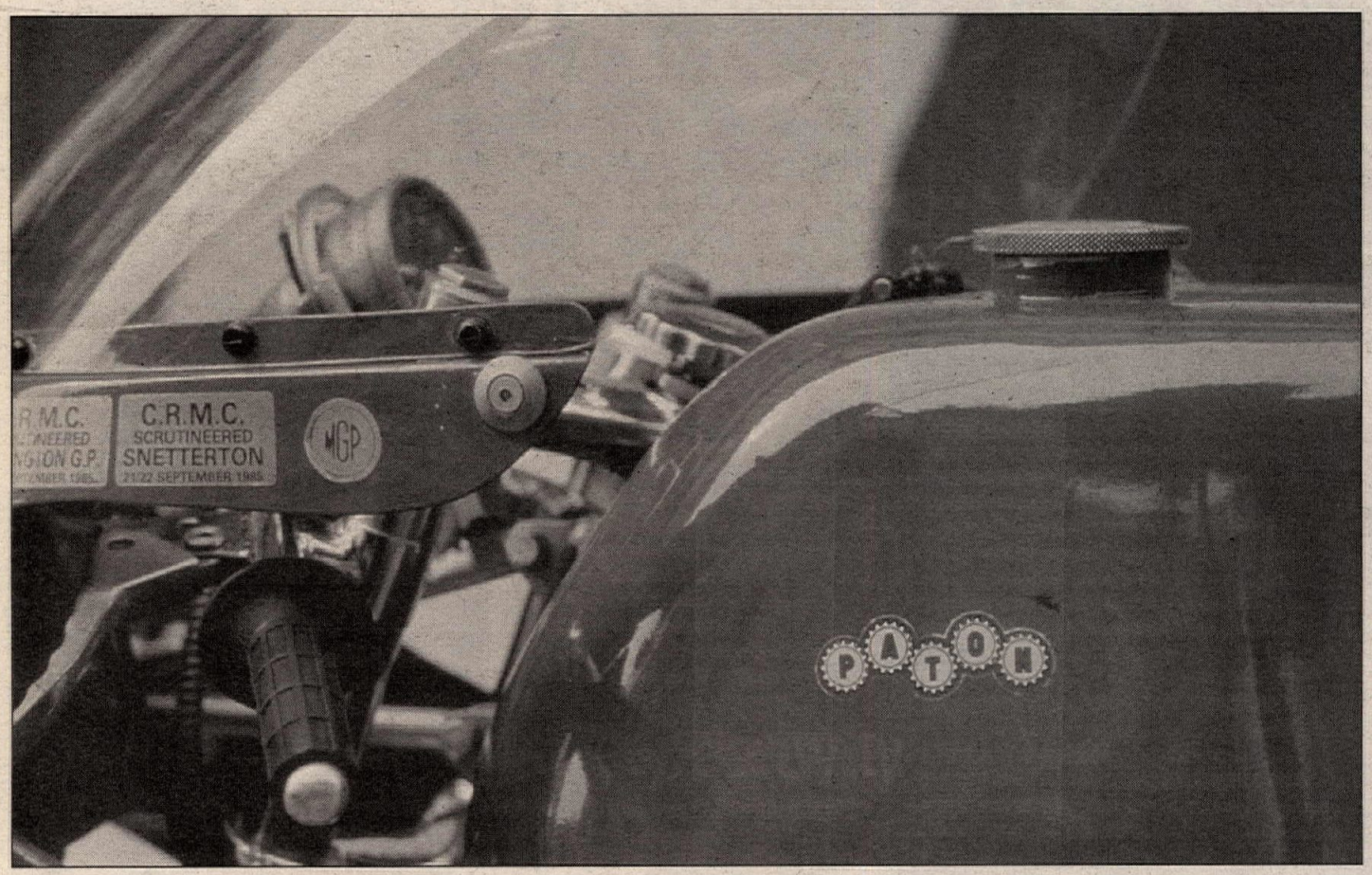
# The HUMAN touch

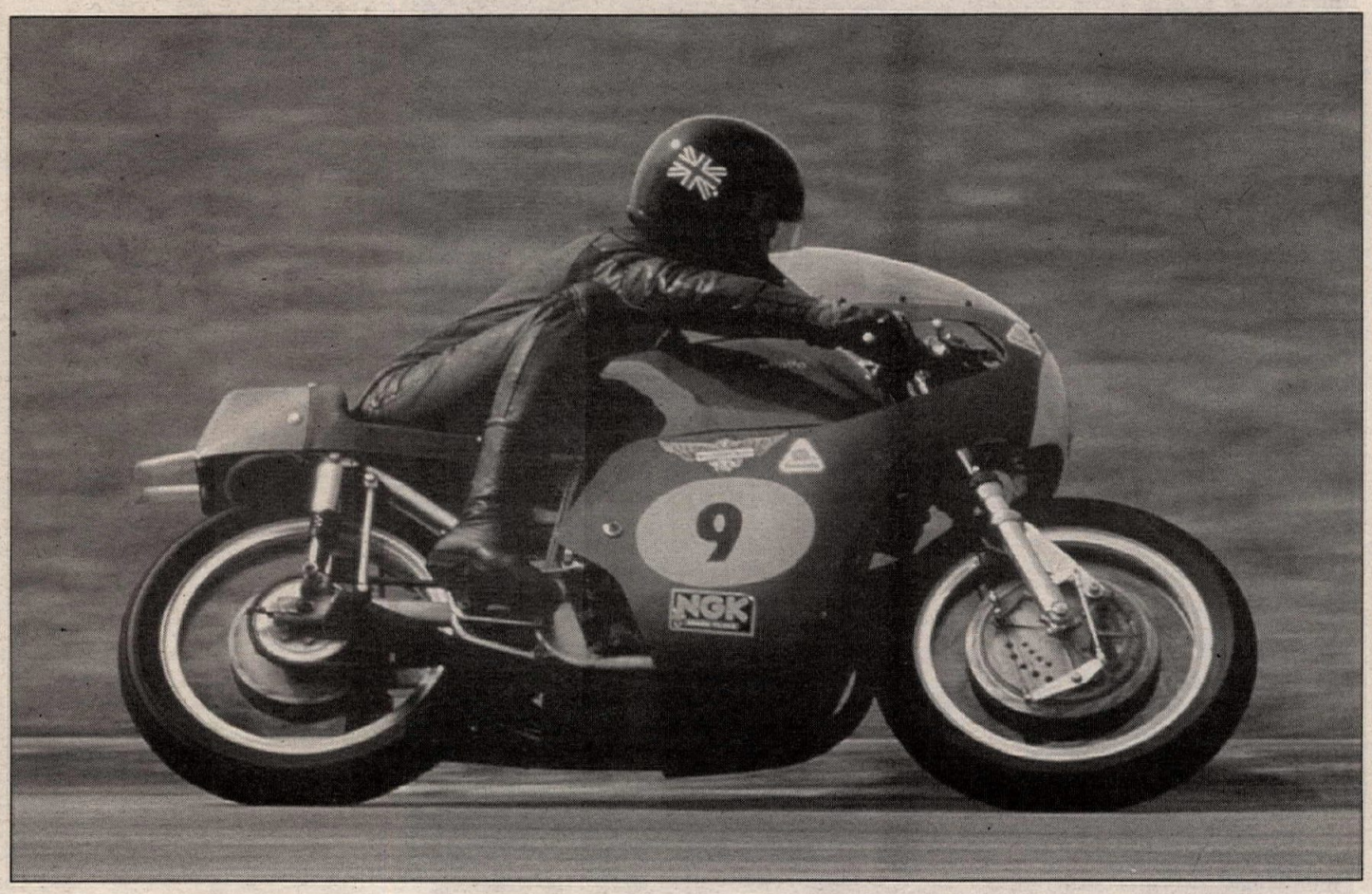



(Below) The short 1280mm wheelbase of the Paton makes the bike a bit of a handful at times, but it is nonetheless a fast, capable machine and is still raced today.

**By Alan Cathcart**
**Photos by Phil Masters**

A love affair with Italian bikes draws as much from the way they are evolved as from the innovation of their design and excellence of their engineering. Unlike in Germany, or Japan, or even in Britain, engineering is considered an art form, even by the most comercially minded companies. Who else but an Italian company could produce a car like the Lamborghini Diablo, or an espresso machine like a Gaggia or Faema, or an aircraft like the Aer Macchi Schneider Trophy seaplane, or a motorcycle like a Ducati "otto valvole" - or a Paton?

I was only dimly aware of Mr. Pattoni's existence when my friend Maurice Ogier acquired the ex-Fred Stevens Hannah Paton 500 more than a decade ago. I knew Pattoni was the epitome of the poor man working out of a garage in the back streets of Milan, racing against the rich and powerful MV team of Count Agusta - and even, in true fairytale fashion, beating them. But it wasn't till I happened to visit him almost by chance that I found that the fairy story was true. Here was a man who had literally devoted his whole life to his hobby - with an enthusiasm and dedication that was so contagious, his only son, Roberto, joined in partnership with him to build a new 500cc V-four, two-stroke contender with which to undertake the ultimate quixotic challenge: competing against the might of Honda and Yamaha with a bike he'd designed and built himself, on his dirt-floor garage. More to the point, perhaps, Pattoni was only interested in looking ahead, not like so many men approaching the sunset of their years, backward. He was more interested in developing his new V-four two-stroke than in recalling fond memories of the four-stroke twins he first built almost two decades ago.



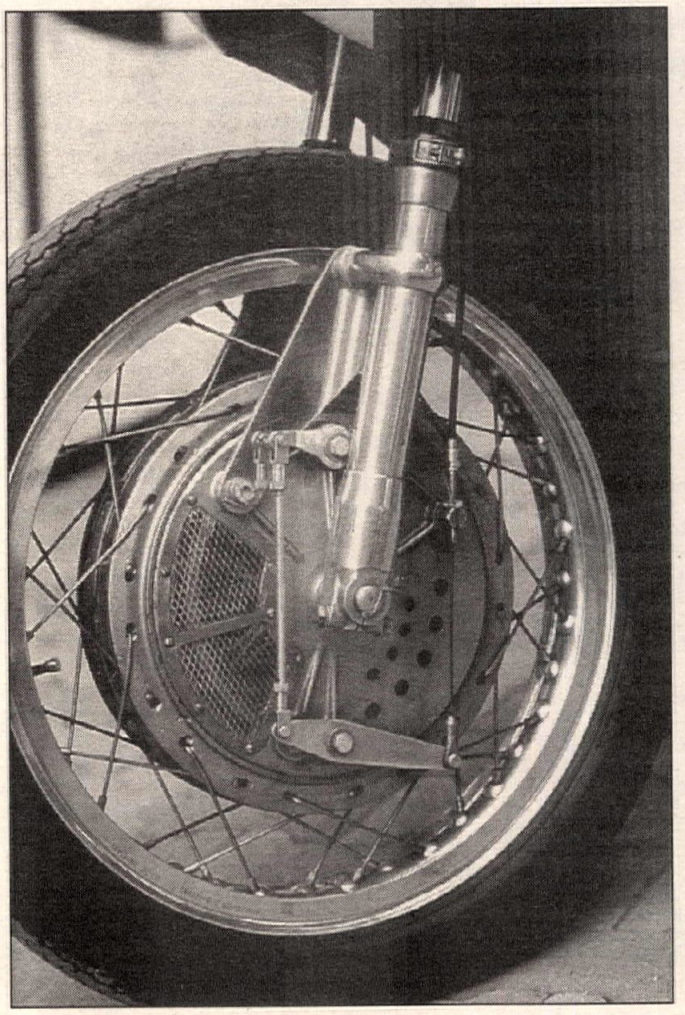

Still, after I aquired the Stevens Paton from Maurice and restored it for use in Historic racing, no one was prouder of the bike's performance than Pattoni. The first time I won the prestigious Italian Historic GP at Misano on the bike, beating the then-undisputed master of European Historic racing, Walter Zeller, on his works BMW Rennsport, Pattoni almost burst with pride to see his green bike once again take the checkered flag first, especially in front of his Italian home crowd! A constant flow of advice helped Maurice in preparing the bike for me to race, a difficult task because there were no spares for what was a small-volume, hand-built thoroughbred GP racer: A mere ten Paton 500 Bicilindrica racers were built, and mine is the only one taking part in international Historic racing.

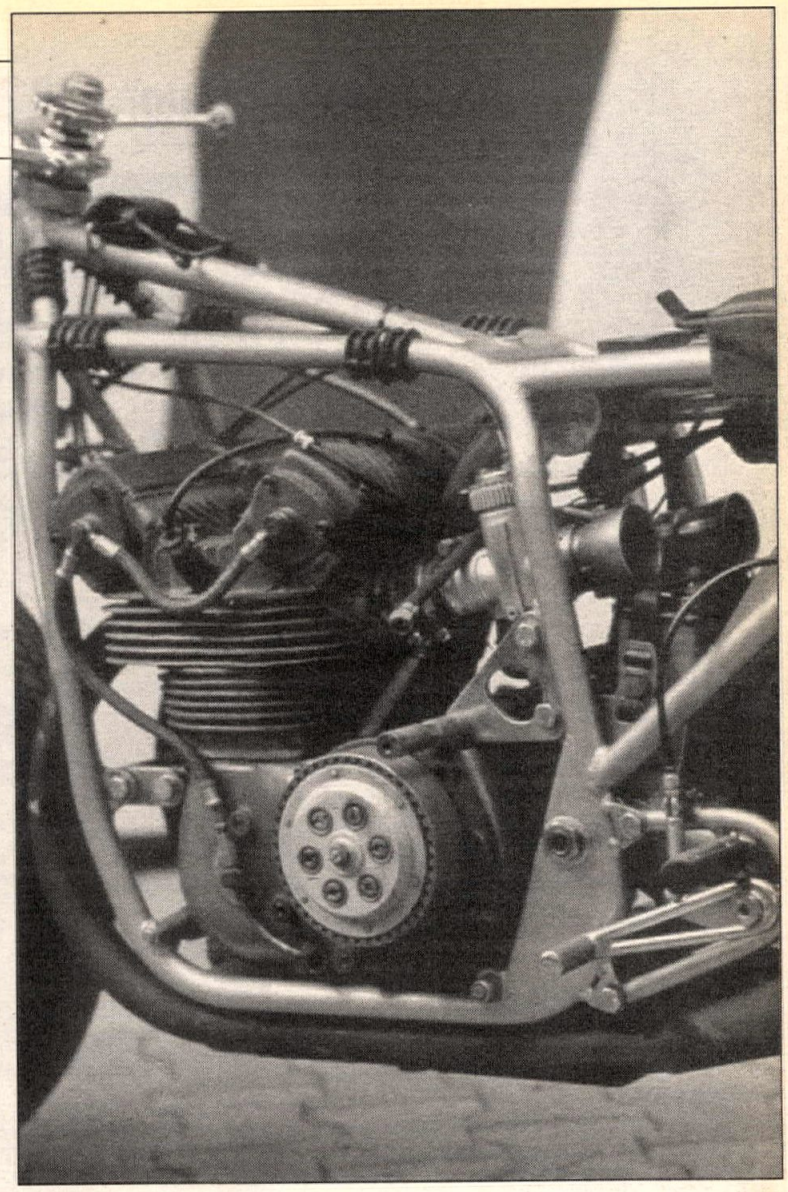
With some success, too, especially after the International Historic Racing Organization was founded in 1986 to stage Historic races at World Championship GP races and other major events. IHRO's first event - the 1986 French GP at Paul Ricard - was also my greatest disappointment with the Paton. I found myself locked in a titanic battle for victory with the leading stars of Historic racing today, including two former World champions, ex-Suzuki works rider Hugh Anderson (Matchless G50) and John Surtees (Norton Manx), as well as American Dave Roper (Matchless G50). In the first race, I finished second to Roper after a tussle with Surtees, whose Norton steered better than the short-wheelbase Paton. The Paton, however, accelerated better than the Manx, thanks partly to the six-speed gearbox fitted. But in the second race, held right after the 500cc French GP, I took the lead and was set for a fairytale win

when the gearbox jumped out of gear, sending the revs soaring and resulting in bent valves. It was a cruel disappointment.

This was one of the Paton's biggest weaknesses, only eventually cured by sourcing new gear pinions from a French manufacturer. Once this was done, the Paton proved both fast and reliable. The result was a third-place finish in the Spanish GP at Jerez, third again in the round-the-houses street race at Gandia, also in southern Spain, then in the 1987 Dutch Historic TT at Assen, run as a support race to the Dutch GP.

It was then decided to tackle the Isle of Man TT course by entering the bike in the Classic Manx GP; it ran like clockwork in practice, lapped at 95 mph and took me to eighth place - after losing a minute at the push start when it refused at first to fire up, until Maurice was allowed to push me. The very short 1280mm wheelbase, on a bike that had started life as a 250,



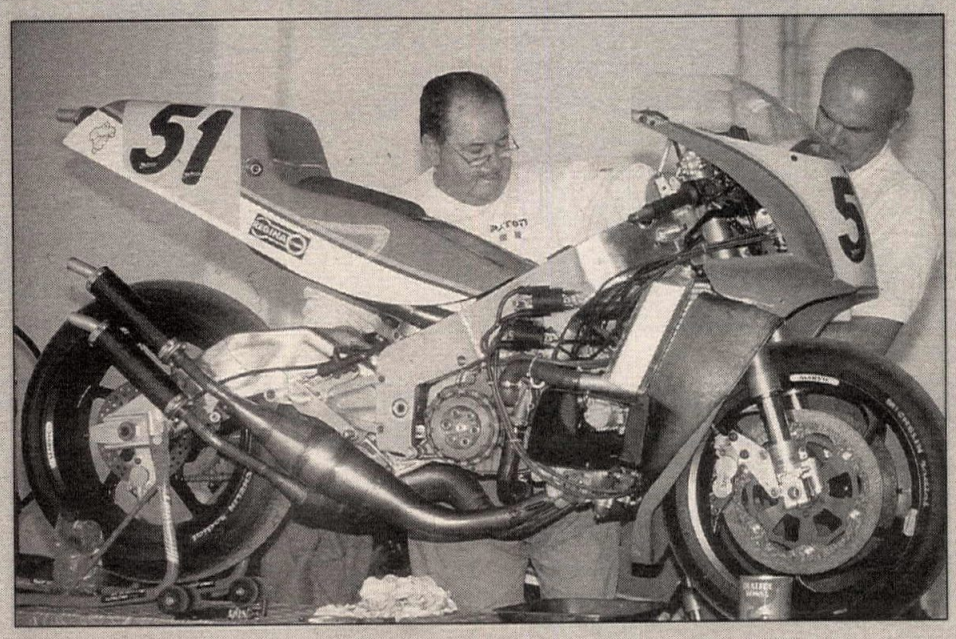


**(Right) Quadruple-leading-shoe Fontana drum brake was state of the art in the mid-'60s. Forks are by Ceriani and the wheels by Borrani.**
**(Far right) The Paton started life as a 250cc machine, but was enlarged to 350 then 488cc. The free-revving, twin-cam four-stroke parallel twin is mated to a 6-speed extractable gearbox with a dry clutch.**

# Fast forward

Few men have ever dedicated their entire lives so totally to the cause of motorcycle racing as Italian hyperenthusiast Giuseppe Pattoni (center). A former sidecar racer who was chief mechanic for the Mondial team which won both 125 and 250cc world championships in 1957, and especially responsible for 250 champion Cecil Sandford's single-cylinder DOHC machine, Pattoni struck off on his own at the end of that season when Mondial, in common with Gilera and Moto Guzzi, retired from racing. Ever since then, Pattoni has remained involved in Grand Prix motorcycle racing with machines of his own manufacture, a literally incredible record of quixotic struggle against the odds. In the modern era of GP racing, when budgets are measured in millions of dollars or billions of lire, Pattoni and his equally dedicated son Roberto provide a constant reminder of the modern ultra-commercial road racing world's link with its past, when a host of small companies and home constructors, epitomised by the uniquely Italian concept of *la moto artigianale*, pitted their shoestring skills against the major manufacturers. Their joint creation, the 500 Paton, continues to line up on GP grids against the mega-yen creations of Honda, Suzuki and Yamaha, proving that the age of the little man in GP racing is not dead - yet. The machine has even ended up in the points, as Paton rider Jean-Pierre Jeandat took it to 15th in the German GP at Nurburgring this past May. As a whimsical tale of more than three decades of unbroken endeavour, the history of the Paton in GP racing has no equal.

The first Paton appeared in 1958, and was the fruit of a collaboration between Pattoni and Linto Tonti, a former Mondial technician who later found fame as the inspiration behind Moto Guzzi's V-twin pushrod road bikes. So-called by combining the first couple of letters of their surnames (Pa-Ton), this initial design was in fact a 175cc Mondial fitted with a Tonti-designed DOHC cylinder head to replace the standard single cam top end. Soon after, a similar transformation took place on a 125cc version and the eighth-liter bike achieved some reknown by launching none other than Mike Hailwood on the path to success in the Isle of Man TT, when he rode it into seventh place in his first race on the Island, the 1958 125 TT. The following season, the first twin-cylinder Paton appeared at the Italian GP at Monza, a 250cc machine ridden by Giampiero Zubani based on a design Tonti had drawn up two years beforehand for Mondial, but had never been built. The powerplant had a massive dohc cylinder head with gear drive up the center of the 25-degree-inclined cylinders; the resultant engine was very bulky and suspended in a messy-looking trellis frame. The bike was not a success, and the partnership in any case dissolved soon after when Tonti was offered a job by Bianchi to design a trio of new twin-cylinder GP racers for them.

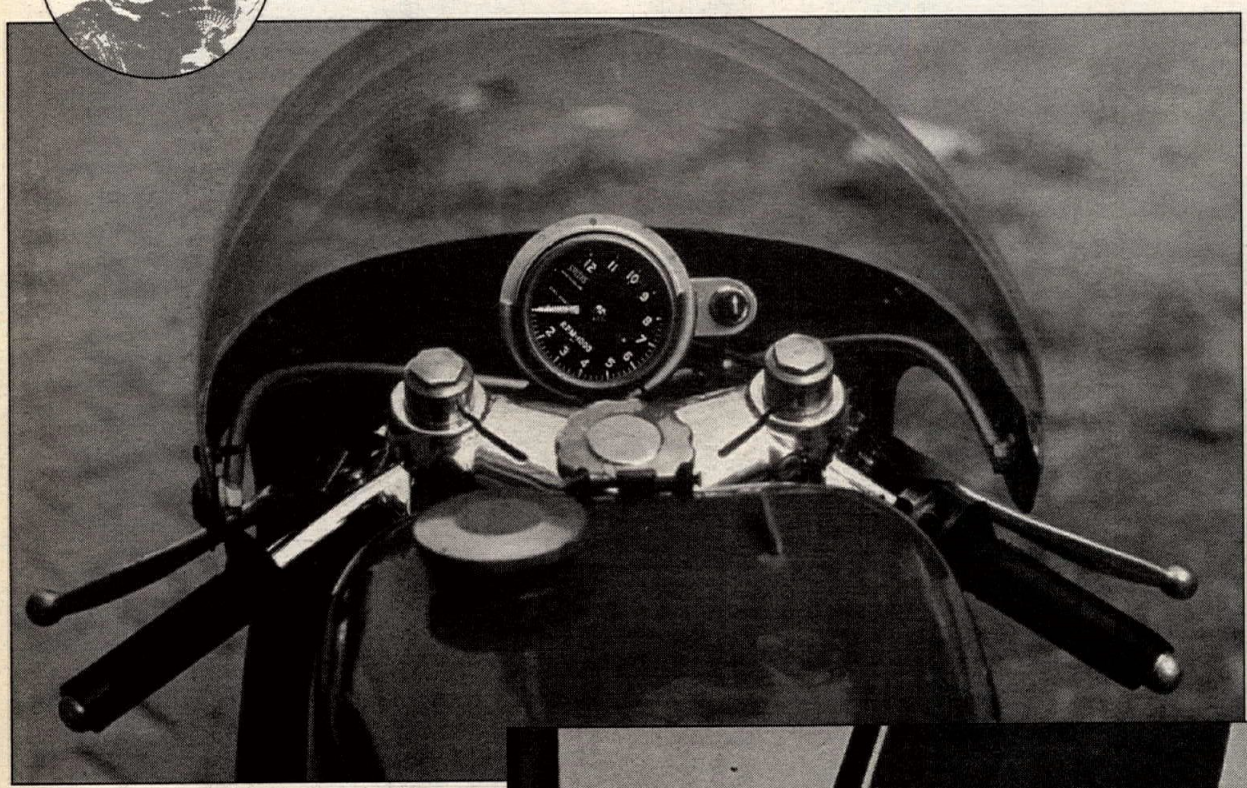



This left Pattoni on his own, and after a couple of years spent building up capital working for a leading Italian car racer, Giorgio Pianta, he built an all-new 250 twin which debuted at the end of 1963, and was ridden the following season by Alberto Pagani in various GPs, netting a remarkable, if fortunate, third place in the Isle of Man TT. This established the format for all future four-stroke Patons, with heavily-finned, vertical cylinders, gear-driven dohc, unit-construction six-speed gearbox with gear primary drive and wet-sump lubrication in typically Italian fashion by means of a long finned sump under the engine.

The 250 in turn gave birth to a 350cc version which debuted at Vallelunga in 1965 in the hands of Gilerberto Parlotti, then found its way to Britain where it was owned briefly by Mike Duff, before being bought by Liverpool car dealer Bill Hannah for his sponsored rider, Fred Stevens, to race.

This was the start of Pattoni's most fruitful period, for Hannah was so impressed by the performance of the 350 twin that he encouraged Pattoni to build a 500 version, which duly appeared in the spring of '66 in Stevens' hands. Both machines had a very compact build with a mere 1280mm wheelbase, making the handling very lively over bumpy surfaces but also giving acceptably fast handling for a twin. In the hands of Stevens, then after his retirement, Billy Nelson, the Hannah-Patons were leading contenders for the honor of first privateer home in late-'60s GPs, with a superior turn of speed to the British singles which were their main rivals, and infinitely better engineered and more reliable than the concurrent Linto. Had those privateers who were unfortunate enough to have their fingers burnt by buying a Linto settled for a Paton instead, it's probable that they would have enjoyed much greater success. But Pattoni was never the most commercially minded person and though he built and sold a total of ten four-stroke twins over a period of time, these were all effectively hand-built machines constructed by him and his colleague Gianemilio Marchesini. The high points of the Patons' career were Fred Stevens' remarkable double in the 1967 North West 200 in Ireland, when he won both 350 and 500cc classes on the Hannah-Patons, while the same year Angelo Bergamonti won the Italian 500cc title on Pattoni's own bike. In due course an eight-valve version of the ultimate 73.5 x 57.5mm, 488cc Paton twin, which in two-valve form delivered an honest 58 bhp at the rear wheel by 1969, was developed. This extended the lifetime of the hand-built twin another few years, Roberto Gallina and later Virginio Ferrari obtaining leaderboard results with the machine well into the mid-70s. But unlike so many of his contemporaries, Pattoni was able to move with the times, and in 1975 Ferrari debuted a new V-four, two-stroke Paton, a single-crank design with the outer cylinders pointing at 90 degrees to the inner pair. Years later, Honda paid him the supreme compliment of copying the same highly unusual layout for their first NSR500 V-four two-stroke. Imitation is always the sincerest form of flattery.

# Paton 500 Bicilindrica Racer Test



(Left) The lone gauge is a Smiths mechanical tach.
(Below) An impressive list of riders have used Giuseppe Pattoni's handcrafted machines, including Mike Hailwood, Virginio Ferrari and Marco Papa. This one was raced by Fred Stevens.

made it a real handful over the bumps and jumps of the Island, but we finished in replica time without a moment's trouble, apart from the muffed start.

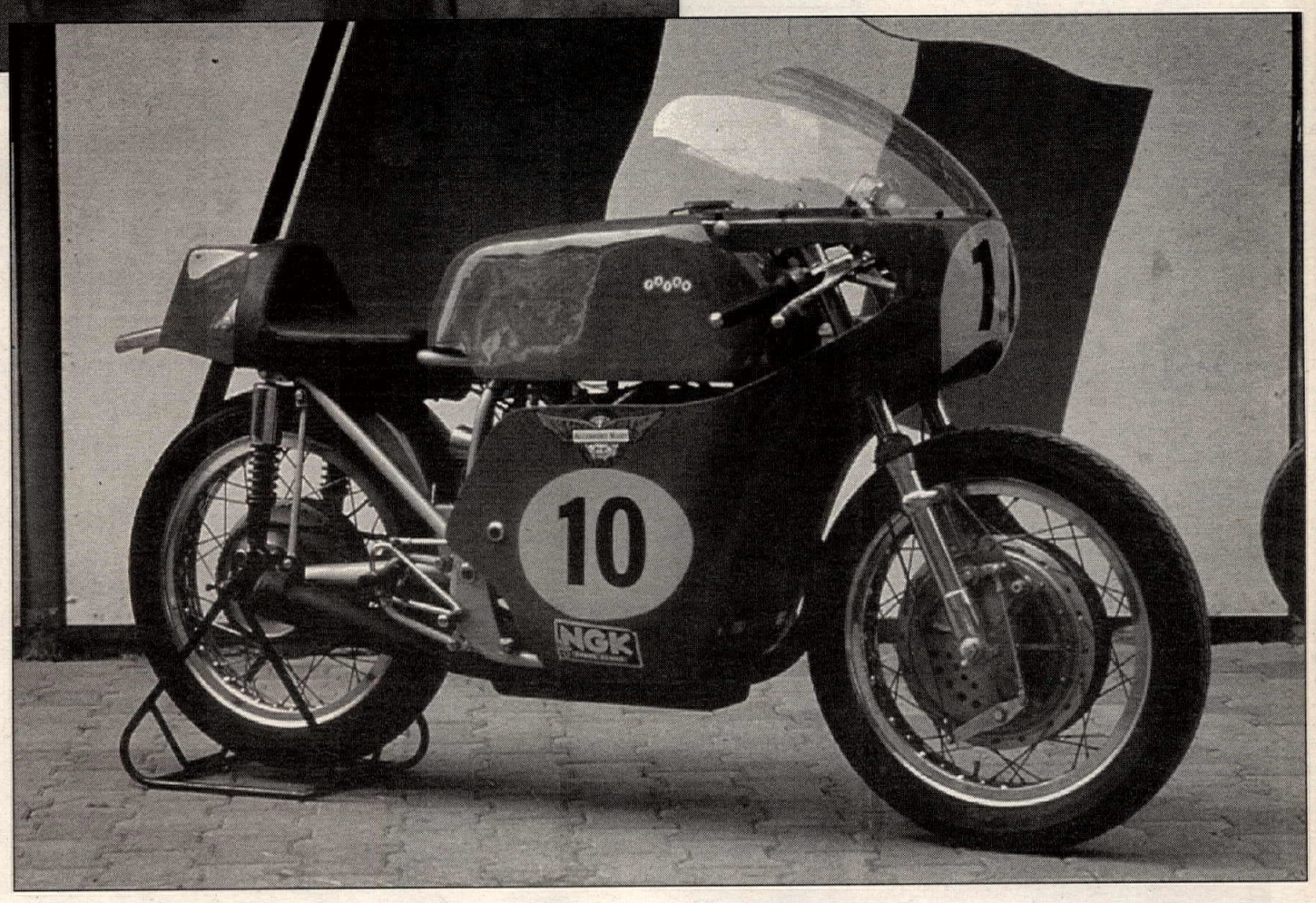
After putting a hole in the crankcases when a connecting rod broke during qualifying for the 1989 Dutch GP, I was fortunate enough to be given the very last set of original crankcases by Pattoni to enable me to rebuild the engine. This coincided with my greater involvement with modern race bikes in the Superbike and BOTT classes with the Bimota Tesi, and now the SoS Ducati Supermono. For this reason, it took time to rebuild the Paton, but this summer the work was finished and the bike is a runner again. Whether it will be raced in the near future depends as much on Pattoni as anything else; he's talking about having a new batch of crankcases made, which would allow use of the bike in some security - in case the worst should happen again. For now its use is limited to riding in parades and demonstrations when there is time.

Riding the Paton is a curious mixture of old and new. Pattoni had great foresight: He built a 180-degree parallel twin without balance shafts that revs very fast and freely, with minimal flywheel effect. Revs must be kept amazingly high for a two-valve-per-cylinder engine of the mid-60s - never less than 8000 rpm if you want strong power, and always over 10,000 rpm in the gears - and there's a real dose of extra power at the very top end, thanks to the camshaft design. Peak revs are 10,400 rpm, so there is not a very wide margin of safety, and as I found out the hard way, you *will* bend a valve if you overrev it. This means you have to use the gearbox a lot to keep the revs up, making fast, clutchless changes like a modern two-stroke. The gear cluster is also side-loading extractable, to allow the changing of internal ratios - if I had any! - a very advanced feature for 1966. There's quite a bit of vibration through the footpegs, but of the high-frequency kind that isn't nearly as upsetting as a British 360-degree parallel twin with the wrong balance factor. You have to use the clutch a lot to coax it out of slow turns, and this is really a bike for fast, sweeping tracks, which is why it won so convincingly at Assen.

The fact that the Paton's handling is not ideal is underlined by the comment of Richard Cutts, who finished second to me in that Dutch GP on his Seeley G50. "After you passed me for the lead, I thought about trying to get back in front," he said on the rostrum. "But your bike was weaving about so much, I couldn't decide which side to try to pass you on!" Er - yes, it is a bit of a handful. The short wheelbase is the main problem - the later 1968 Billie Nelson Paton had a 100mm-longer spread - but the chassis isn't as strong as it might be, and with modern racing tires you can feel it flex under acceleration.

It brakes very well indeed with that big 250mm four-leading shoe Fontana drum - at 140 kg. (308 lbs.) dry, the Paton is even slightly lighter than a Manx Norton with a fairing - and the Ceriani forks were certainly the best available back in the mid-60s.

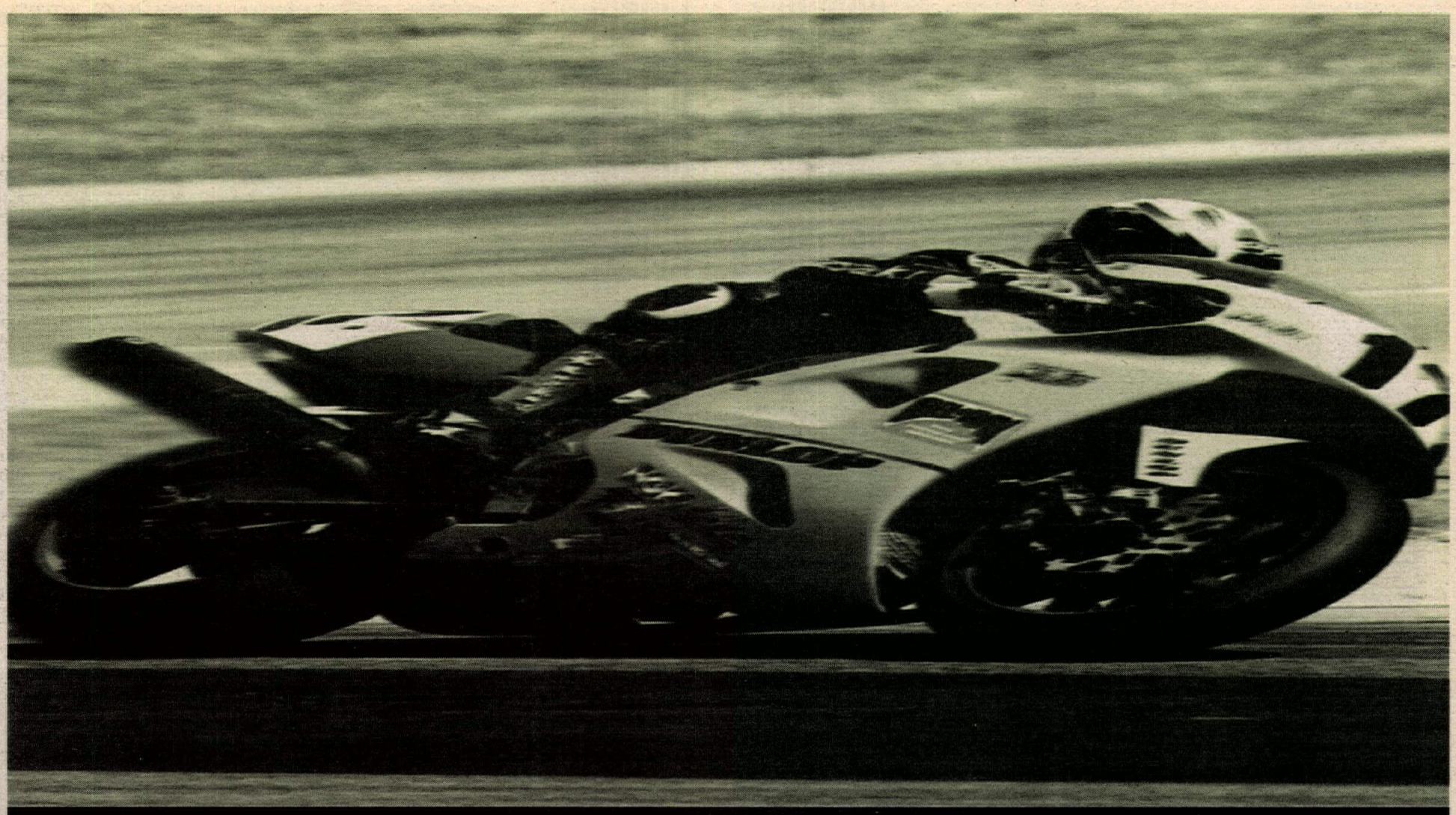
The short wheelbase makes it very hard to control a slide, making the Paton a bit of a handful to ride in the wet. This was the cause of the most painful yet most humorous accident I've had with a bike that has otherwise been a good friend. Heading for the checkered flag in the 1987 French GP at Le Mans running third place in a torrential downpour, I took a wide line in the last turn before the finish line to avoid a pool of water gathering on the inside - only to find Swiss rider Claude Matthey's Aermacchi 408 there; he'd just passed me for the final place on the rostrum! Vainly trying to retake him before the line, I got too enthusiastic with my throttle hand, and the Paton swapped ends as suddenly as an ice skater executing a pirouette. Flat on my back, sliding along the road, I felt the bike catching me up and pushing me over the line on its side - hard. Result: fourth place, according to the FIM Jury, because I was officially still in contact with my motorcycle when I crossed the line, and the rules say nothing about the wheels having to have the rubber side down. The Paton is that kind of bike: even the crashes have to be different! CN




## Paton 500 Bicilindrica

### Specifications

| | |
|---|---|
| Engine | Air-cooled DOHC 180-degree parallel-twin four-stroke |
| Dimensions | 73.5 x 57.5mm |
| Capacity | 488cc |
| Output | 58 bhp at 10,400 rpm |
| Carburetion | 2 x 35mm Dell'Orto |
| Ignition | 12v battery/coil |
| Compression ratio | 11.0:1 |
| Gearbox | 6-speed extractable |
| Clutch | Multiplate dry |
| Chassis | Steel tubular duplex cradle |
| Suspension | Front: 35 mm Ceriani telescopic forks |
| | Rear: Steel tubular swingarm with twin Girling shocks |
| Head angle | 28 degrees |
| Wheelbase | 1280mm |
| Brakes | Front: 250mm four leading-shoe Fontana drum |
| | Rear: 210 mm twin leading-shoe Fontana drum |
| Wheels/tires | Front: 3.25 x 18 Dunlop KR124 on WM2 Borrani wire-spoked rim |
| | Rear: 3.50 x 18 Dunlop KR124 on WM2 Borrani wire-spoked rim |
| Dry weight | 140 kg. (308 lbs.) |
| Top speed | 225 kph (140 mph) |
| Year of construction | 1966 |
| Owner | Alan Cathcart, Warwick, England |



# Gobert corners first at Laguna Seca.

**FIERCE** COMPETITION COULDN'T KEEP TEAM MUZZY KAWASAKI'S ANTHONY GOBERT FROM VICTORY AT LAGUNA SECA'S FIRST-EVER WORLD SUPERBIKE CHAMPIONSHIP RACE. THE AUSTRALIAN NATIVE MOVED TO THE FRONT ON HIS SECOND LAP. USING HIS KAWASAKI'S SPEED AND PERFORMANCE TO CONSISTENTLY LATE-BRAKE AND OUT-CORNER HIS PURSUERS, HE WAGED A NO-HOLDS-BARRED BATTLE SENDING THE REST OF THE FIELD DOWN UNDER.

**Kawasaki**

Anthony Gobert Team Muzzy/Kawasaki World Superbike Championship Laguna Seca Raceway Monterey, CA July 23, 1995

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# Old is big

By Matt Benson

LEXINGTON, OH, JULY 21-23

Back in July 1992, the AMA threw a party and called it Vintage Motorcycle Days. Held at AMA headquarters and the adjacent Motorcycle Heritage Museum in Westerville, the weekend featured a bike show, swap meet, auction, displays, rides and other fun stuff for more than 6000 enthusiasts who braved the muddy conditions.

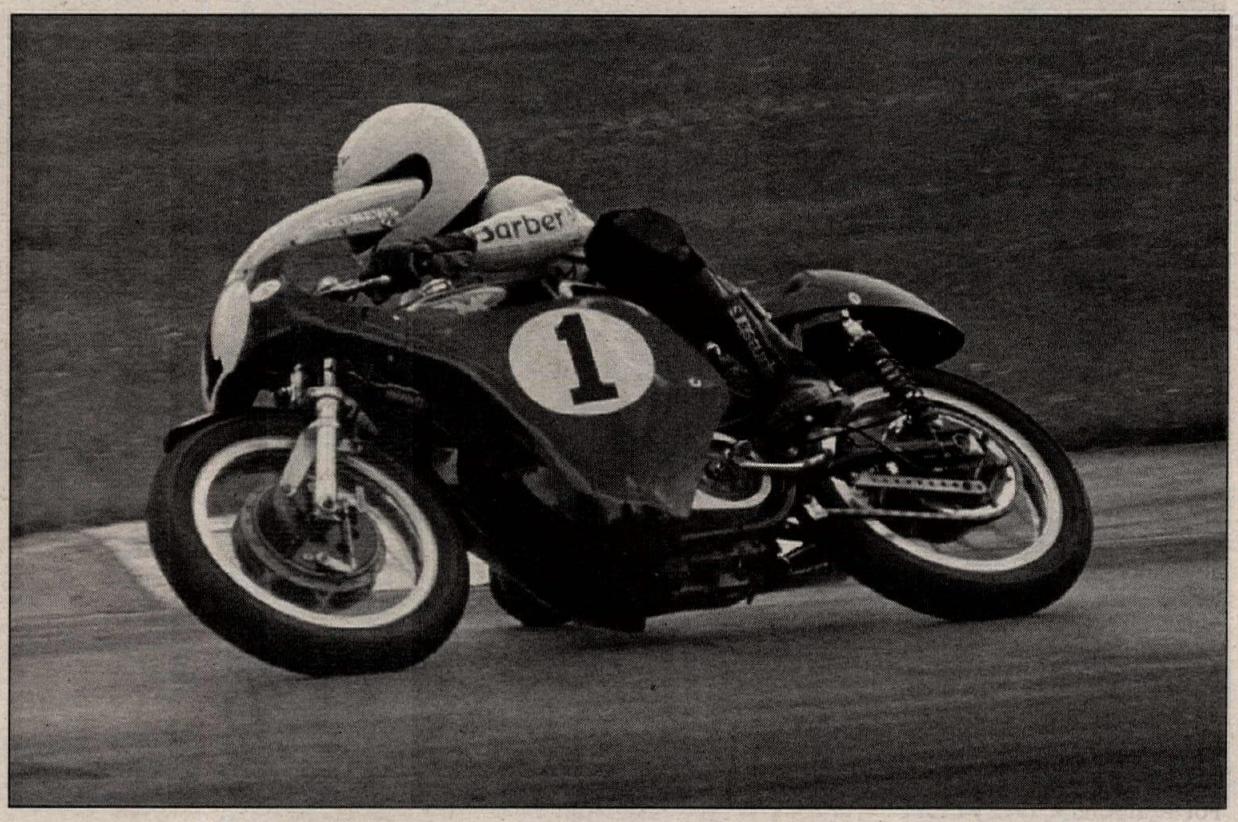
Since Vintage Motorcycle Days was obviously too large for that site, it moved for the next two years to a nearby private park. And it got bigger, with demo rides by motorcycle manufacturers, camping and just more of everything. Vintage Motorcycle Days still wanted to grow, so organizers found themselves wondering what might happen if the weekend moved an hour away to Mid-Ohio Sports Car Course and added a couple days of AHRMA road racing to the mix.

The result was proof that enthusiasm for old motorcycles shows no signs of waning. Attendance was big: 15,500 people paid to come through the gates, forcing Mid-Ohio to quickly print more tickets; the AHRMA National attracted 530 entries, second in numbers only to Daytona; and J. Wood & Co. put approximately 200 motorcycles and other items on the auction block in a tent packed with bidders.

Mid-Ohio's roads and pathways were crowded, as was the swap-meet area. One had to line up bright and early for demo rides on new Triumphs, BMWs, Harley-Davidsons, Kawasakis and Yamahas. The bike show attracted nearly 150 entries over two days, up by nearly half over 1994.

There was a barbecue emceed by Don Emde, observed trials demonstrations, parade laps by famous riders on exotic motorcycles, a vintage ride to nearby Mansfield, a display of bikes to whet the appetite for a visit to the museum, a seminar by "Investment Biker" author Jim Rogers, and the Penguin Road Racing School was in session.

"Things were super, a huge success. That's what I've heard from everybody," said the AMA's Bruce Truxall. "I think people were pretty much amazed. We assumed it was going to be bigger than last year, and it was."



**(Above) Full grids and some 15,500 spectators made this year's Vintage Motorcycle Days festival at the Mid-Ohio Sports Car Course one of the best-attended vintage gatherings of the season. (Right) Stephen Mathews won both the Premier 500cc event and the Sound of Singles Formula Two events aboard the Barber Racing Matchless.**

In racing action, the BMW Battle of the Legends saw Yvon DuHamel emerge victorious from the usual eight-way battle for the lead. The French-Canadian didn't capture either of the two legs - Roger Reiman won on Saturday and Emde crossed the line first on Sunday - but his 3-2 finishes were close enough.

Barber Vintage Motorsports' Stephen Mathews used the same 1962 Matchless G50 to run away with both the vintage 500cc Premier and modern Sound of Singles Formula Two races. DuHamel, on a Team Obsolete Ducati, took a close Formula 750cc race over Chris Stobaugh, but Big D Triumph-mounted Stobaugh prevailed in the tough Sportsman 750cc class. The Battle of Twins and BEARS were dominated by Les White, who took three wins on his MCC Ducati 900SS.

### WANDERING THE GROUNDS

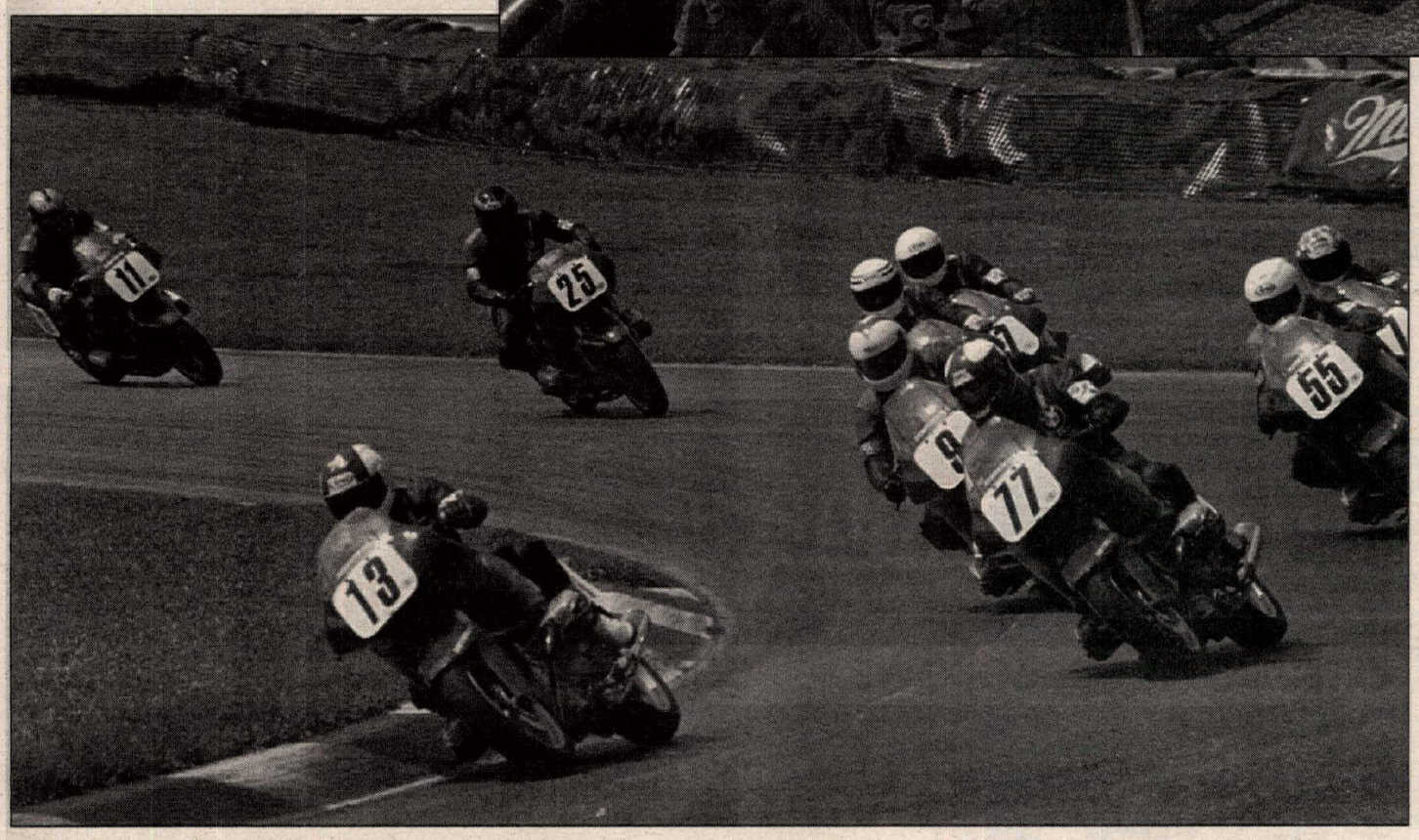
Friday evening's barbecue included a "practice" session for Saturday's auction, as Jerry Wood gave instructions on how to bid on a jacket awarded by the AMA to Gary Nixon for his 1970 top-10 finish in the AMA Grand

National Series. The garment fetched $375. Emde interviewed the BMW Legends, who attempted to outdo each other in injury reports.

Six-time World Champion Jim Redman was the featured speaker, and he reminisced about riding such exotic machines as a five-cylinder Honda 125 in the early 1960s.

"You never really felt like you were in control of it," Redman said of that and some of the other multis. Redman and others dazzled the crowd with the sound of the Team Obsolete Honda six and MV Agusta multis during demonstration laps Saturday and Sunday. Though the auction on Saturday afternoon contained a smattering of antiques, this was a crowd eager for Harleys and ridable British machines, said auctioneer Jerry Wood. Bidding on a 1912 Indian twin failed to reach the reserve price, as did offers for a 1913 Thor, a 1920 Triumph Model H and a Norton Manx with a reasonable racing history.

The highest price paid was $14,000 for a 1941 Indian Sport Scout, a sale which was negotiated after the bidding fell short of the reserve. There were



**(Above) Buzz Walneck showed off his "Roadog" motorcycle-contraption-like-thing at the vintage bike show.**
**(Left) Yvon DuHamel (77) chases Dave Aldana (13) in BMW Battle of the Legends action. DuHamel took the Legends overall win with 3-2 placings during the weekend.**

also plenty of clean British and Japanese motorcycles that went for affordable prices. What sold best in the sweltering tent, however, were Milwaukee twins.

"The crowd was huge, but it was really Harley-oriented," Wood observed, noting that most of these machines fetched real-world prices for a marque that buyers tend to overprice because of the demand for new models. For example, a 1992 FLHTC went for $12,100, while a '73 FLH brought $8,500 and a '74 of the same model sold for $7,250. One 1977 XLCR Cafe Racer couldn't reach the reserve price, but another sold for $7,500.

"Overall, it was a good event, a lot of strong sales," Wood said. Approximately 80 percent of the machines in the auction were sold, with a portion of the proceeds going to the American Motorcycle Heritage Foundation.

Out in the sun-baked swap-meet aisles, vendors were selling everything from rusty gas tanks to motorcycles nicer than those under the auction tent. Magazine publisher Buzz Walneck drew a continuous crowd with the bizarre Roadog, a huge sort of two-wheeled car. Nearby, a Henderson-four fanatic was talking trash about Indian four-cylinders as an elderly man fondly ogled the well-used Henderson before him.

Other displays proved that there's a club for virtually every motorcycle interest: Set up next to the Sears Allstate Motorcycle Owners Club was the Kawasaki Triples Club next to the Ohio Valley BSA Owners Club.

Truxall said many of the vendors in the Will Stoner-organized meet reported that they had sold out by the end of the day on Sunday.

"If swap-meet vendors are not grumbling, that usually means they're happy," Truxall said. "I actually heard compliments from a lot of them."

The bike show attracted about 75 entries for Saturday's American and European show and around 70 on Sunday, when English and Japanese brands were featured. The AMA's Mark Mederski said entries were up by 40-50 percent.

"We've always had a strong contingent of British and American machines," Mederski said of the Vintage Motorcycle Days show. "But this year we attracted more European stuff. That's where the growth was."

### ON THE TRACK

There was just a half day of racing on Saturday, so that auctioneers wouldn't have to compete with the sound and attraction of the race bikes. First up was the combined 200 Grand Prix/Pre-1940 event. Among the 200s, Craig Morrison worked his 1964 Bultaco into the lead, leaving class champ James Kirby and Phillip Sprain in a spirited dispute over second position. The runner-up spot went to Kirby.

In Pre-'40, number-one-plate holder Blake Wilson got his hand-shifting Indian Racing Products-backed '37 Sport Scout around Gordon Menzie's '39 Triumph 500. Despite a challenge from Doc Batsleer on a '36 Indian, Menzie hung onto second.

Also having little difficulty with the competition in the next race was Formula 250cc champion Rick Merhar on his Yamaha TD3. At the same time, James McGregor was running away with the Sportsman 350cc portion of the race while Donald Rutkowski displaced Tim Stancill for second. The top eight 350cc riders all were aboard Honda twins, which have become the hot ticket in this class.

As Menzie and his '51 Triumph earned a Class C win over Erich Bley, the 250cc GP riders were involved in a close battle. Jay Richardson's '66 Ducati 250cc hung onto the lead for the entire race, chased by John Stephens, Norbert Nickel and Morrison.

Debuting a new fleet of dark-blue BMW R1100RSs, the BMW Battle of the Legends participants raced in a tight pack separated by under two seconds. Depending on where you stood along the track at any given time, the leader could have been Walt Fulton, Roger Reiman, David Aldana, Gary Nixon or Chris Draayer.

Draayer was a national contender who lost his left arm in a 1967 racing accident. Today he uses a special prosthetic that fits to a control on the left handlebar. After a few laps of practice he was riding as fast as any of the other Legends and was clearly pumped by all the attention from fans who indeed remembered his brief Expert career. The other new Legend at Mid-Ohio was 1972 Grand National Champion Mark Brelsford.

Aldana was leading on the way to the checkered flag, but Reiman snatched away the win at the last instant. DuHamel was credited with third and Draayer fourth.

One of AHRMA's modern Sound of Singles races came next, but the Formula Two win went by a tremendous margin to a smooth-riding Mathews on a '62 Matchless 500. Among the two-stroke singles the competition was closer, with Sven Bley coming up vic-

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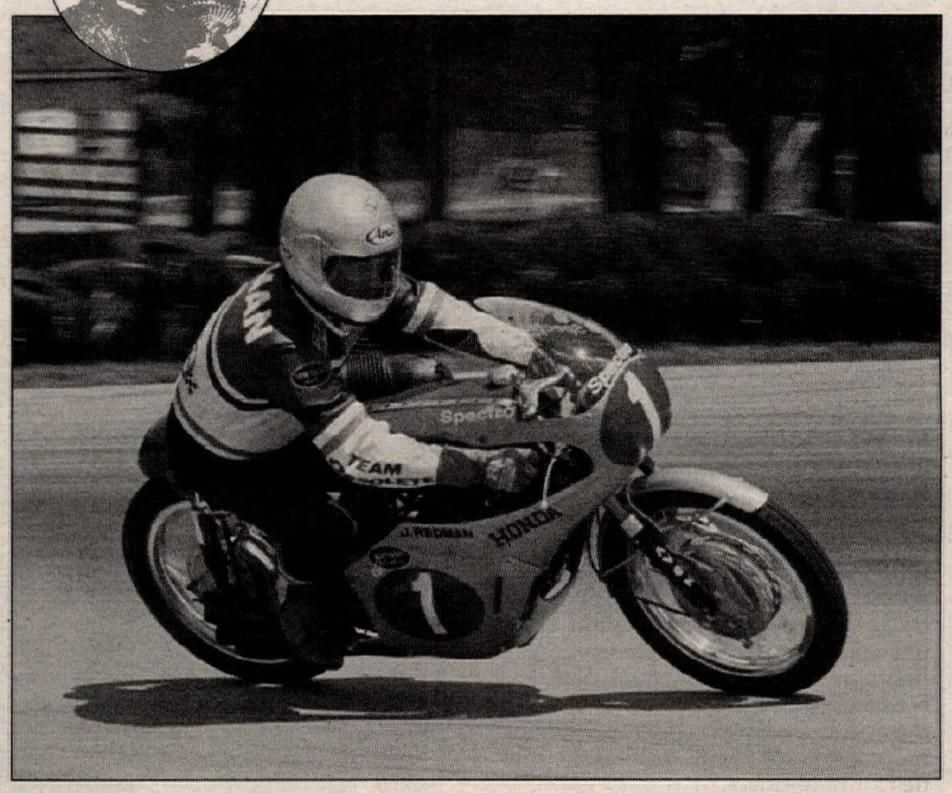


**Former World Champion Jim Redman paraded an exotic factory Honda six-cylinder around the Mid-Ohio course.**

torious on his Honda RS125 over Dr. Rob Tuluie on his home-built Tul-da 500.

Saturday's final race was the combined 350cc GP/Classic Sixties. Among the 350s, the race between Team Obsolete's David Roper and Barber's Chuck Huneycutt carried the pair far from the rest of the field. On the fourth lap, however, Huneycutt's Honda let loose and brought out the red flag in a bit of confusion after corner workers spotted the broken bike but no rider nearby (he had hopped over the fence).

After the restart, the race was between Roper and Honda-mounted Thomas Marquardt, with class champ Roper never relinquishing the top position. Jay Richardson battled Johnny Demoissey for third. The Classic '60s win went to GMA All American Racing's Rusty Lowry, who kept his H-D KR750 ahead of Dick Miles, who was on an Iron Oxide Engineering-built Norton Manx.

Sunday got off to a misty start and a rash of lengthy red-flag incidents. The first stoppage occurred in the day's first race, Battle of Twins F-2/Two-Stroke, as Pete Johnson's big Moto Guzzi was keeping a pair of Ducatis at bay - Michael Myers and Eric Wood. When racing resumed, Wood was out in front and opening a gap over Johnson and Jim Lester. That margin kept increasing until the ninth of 10 laps, when the Raceco Guzzi-mounted Johnson suddenly began to reel in Wood. With less than a half a lap to go, Johnson nabbed the lead and the win.

In the same event, the race-long lead battle among the two-strokes went to Rick Newman over Blaine Bahm. Both were aboard '70s-era Yamahas.

DuHamel, on an ex-works '73 Ducati, was locked in a furious F-750 battle with Big D's Chris Stobaugh, with the pair chased by Kurt Liebmann on his AMOL Honda CR750. Then an accident brought out the red flag for an extended period. On the restart the top three started up where they left off, this time with Stobaugh leading. That didn't last long, as DuHamel soon got past and held the lead to the win. Liebmann, meanwhile, found himself in a close race with the leader of the Formula 500 class, Honda-riding Dave Rosno, eventually conceding to him.

The combined BOT F-1/F-3 race saw MCC's Les White take away the lead from teammate Geoff Mellinger, Eric Wood and James Kusar, all aboard Ducatis. Kusar finished second to White, followed by Wood and Mellinger. In F-3 the win belonged to James Lickwar and his Honda Hawk.

In a repeat of his 350cc race, James McGregor built a huge lead to the finish in the Sportsman 500cc feature. However, he failed to report to tech officials for a post-race check and was docked a lap. That dropped him to 24th place and gave the win to Honda SL350 rider Harold Page Jr.

The second Legends race was as close as the first. Aldana went out early with mechanical problems, and the leader board showed a new name a couple of times - Eddie Mulder - as the tight pack boomed around the twisting circuit. On the last lap, though, Emde held the edge over DuHamel and Nixon, with Mulder credited with fourth in the near-photo finish.

AHRMA's most competitive class arguably is the Sportsman 750cc division, and Chris Stobaugh and Larry Kirby put on an excellent show as they rocketed far away from the pack in their fight for the lead. After taking over in the opening laps, Stobaugh never gave up the front spot. Behind the lead pair, Randy Bradesku put in a valiant ride on a very ordinary-looking Yamaha XS750, getting past Ed Salley and Mike Eiland but failing to close much on the leaders before the red flag came out on the seventh of eight laps due to a brief break in the corner workers' communications system.

BOT Open was another convincing win for White on an MCC-backed Ducati 900, followed by a close pack made up of Mellinger, Liebmann and Dave Klassen. Bimota riders James Hanrahan and Gian Luca Galasso finished the SoS Formula One event in first and second, respectively, but they too failed to make the required stop at tech and were docked a lap. The win thus went to Rotax-powered Jason Weir.

The Premier 500cc fray was a runaway for the Barber Matchless-mounted Mathews, while GMA's Pat Conroy logged an excellent ride to second on his KR750 Harley. Third went to Lowry, who was pressured by Jerry

Wood until Wood's Triumph developed a minor oil leak.

It was all White again in the BEARS race, although Fritz Kling put in a strong second-place ride on a Hinds Motorsports Triumph Speed Triple sporting a Union Jack paint job. Pete Johnson got past Geoff Mellinger for third.

Capping the weekend's racing was Kurt Liebmann's win aboard his Honda CR750 in the Formula Vintage class.

### WHITHER VMD?

The dates are already set for Vintage Motorcycle Days 1996—July 19-21, back at Mid-Ohio - and planning is started.

"Next year is going to be bigger and better," promised Truxall. AHRMA will add a natural-terrain vintage motocross and perhaps an observed trial to the competition schedule. Other improvements on the organizers' wish list include a bigger auction tent and bleachers to accommodate more bidders and spectators, plus more aftermarket vendors and additional activities for road riders. CN

**Mid-Ohio Sports Car Course**
**Lexington, Ohio**
**Results: July 22-23, 1995 (Round 12)**

**200 GP:** 1. Craig Morrison (Bul); 2. James Kirby (Yam); 3. Phillip Sprain (Hon); 4. Gordon Pulis (Mai); 5. Edward Sensenig (Duc).

**250 GP:** 1. Jay Richardson (Duc); 2. John Stephens (Duc); 3. Norbert Nickel (Yam); 4. Craig Morrison (Bul); 5. Kemp Archibald (Duc).

**350 GP:** 1. David Roper (AJS); 2. Thomas Marquardt (Hon); 3. Johnny Demoisey (Tri); 4. Jay Richardson (Duc); 5. Edward Sensenig (Duc).

**500 PREM:** 1. Stephen Mathews (Mat); 2. Pat Conroy (H-D); 3. Rusty Lowry (H-D); 4. Jerry Wood (Tri); 5. Andrew Tarnik (BSA).

**PRE-40:** 1. Blake Wilson (Ind); 2. Gordon Menzie (Tri); 3. 'Doc' Batsleer (Ind); 4. Tim Droege (H-D); 5. Steve Coe (H-D).

**CLASS C:** 1. Gordon Menzie (Tri); 2. Erich Bley (BMW); 3. 'Doc' Batsleer (Ind); 4. Carleton Palmer II (Vin); 5. Bob Barker (Par).

**CLSSC 60s:** 1. Rusty Lowry (H-D); 2. Dick Miles (Nor); 3. Andrew Tarnik (BSA); 4. John Cooper (BSA); 5. Bruce Redding (AJS).

**F-250:** 1. Richard Merhar (Yam); 2. Jonathan Hord (Yam); 3. Norbert Nickel (Yam); 4. Charles Lundy (Hon); 5. Rich Barger (Yam).

**F-500:** 1. Dave Rosno (Hon); 2. Rick Newman (Yam); 3. Gregg Bonelli (Yam); 4. Harold Page Jr. (Yam); 5. Oral Molden (Yam).

**F-750:** 1. Yvon DuHamel (Duc); 2. Chris Stobaugh (Tri); 3. Kurt Liebmann (Hon); 4. Albert Charles (Duc); 5. Robert Goodpaster (Nor).

**SPTSMN 350:** 1. James McGregor (Hon); 2. Donald Rutkowski (Hon); 3. Timothy Stancill (Hon); 4. Rixon Breckon (Hon); 5. Frank Smith (Hon).

**SPTSMN 500:** 1. Harold Page Jr. (Hon); 2. Jeffrey Caiazzo (Duc); 3. Ronald Luebke (Tri); 4. Tom Antor (BSA); 5. Donald Rutkowski (Hon).

**SPTSMN 750:** 1. Chris Stobaugh (Tri); 2. Larry Kirby (Yam); 3. Randy Bradesku (BMW); 4. Ed Salley (Yam); 5. Michael Eiland (Yam).

**F-VINT:** 1. Kurt Liebmann (Hon); 2. Dave Rosno (Hon); 3. Rick Newman (Yam); 4. Randy Bradesku (BMW); 5. Will Harding (Guz).

**SOS F-1:** 1. Jason Weir (Rtx); 2. Micah Stevenson (Rtx); 3. Chuck Davis (W-R); 4. Chris Fillmore (Bim); 5. Craig Wright (Rtx).

**SOS F-2:** 1. Stephen Mathews (Mat); 2. Steve Heilman (Hon); 3. Norman Lastovica; 4. Fred Hopp (Hon); 5. Jason Weir (Yam).

**SOS F-3:** 1. Tim McCartney (Duc); 2. Erich Bley (NWS); 3. Stuart Carter (Duc); 4. Michael Schneider (Hon); 5. Timothy Benjamin (Yam).

**SOS 2-STRK:** 1. Sven Bley (Hon); 2. Dr. Rob Tuluie (Tul); 3. Yvon DuH amel (Yam); 4. Albert Charles (Rtx); 5. Roy Perry (Hon).

**BOT OPEN:** 1. Les White (Duc); 2. Geoff Mellinger (Duc); 3. Kurt Liebmann (Duc); 4. Dave Klassen; 5. Albert Charles (Duc).

**BOT F-1:** 1. Les White (Duc); 2. James Kusar (Duc); 3. Eric Wood (Duc); 4. Geoff Mellinger (Duc); 5. Michael Myers (Duc).

**BOT F-2:** 1. Peter Johnson (Guz); 2. Eric Wood (Duc); 3. Michael Myers (Duc); 4. Kurt Mund (BMW); 5. Dave Klassen.

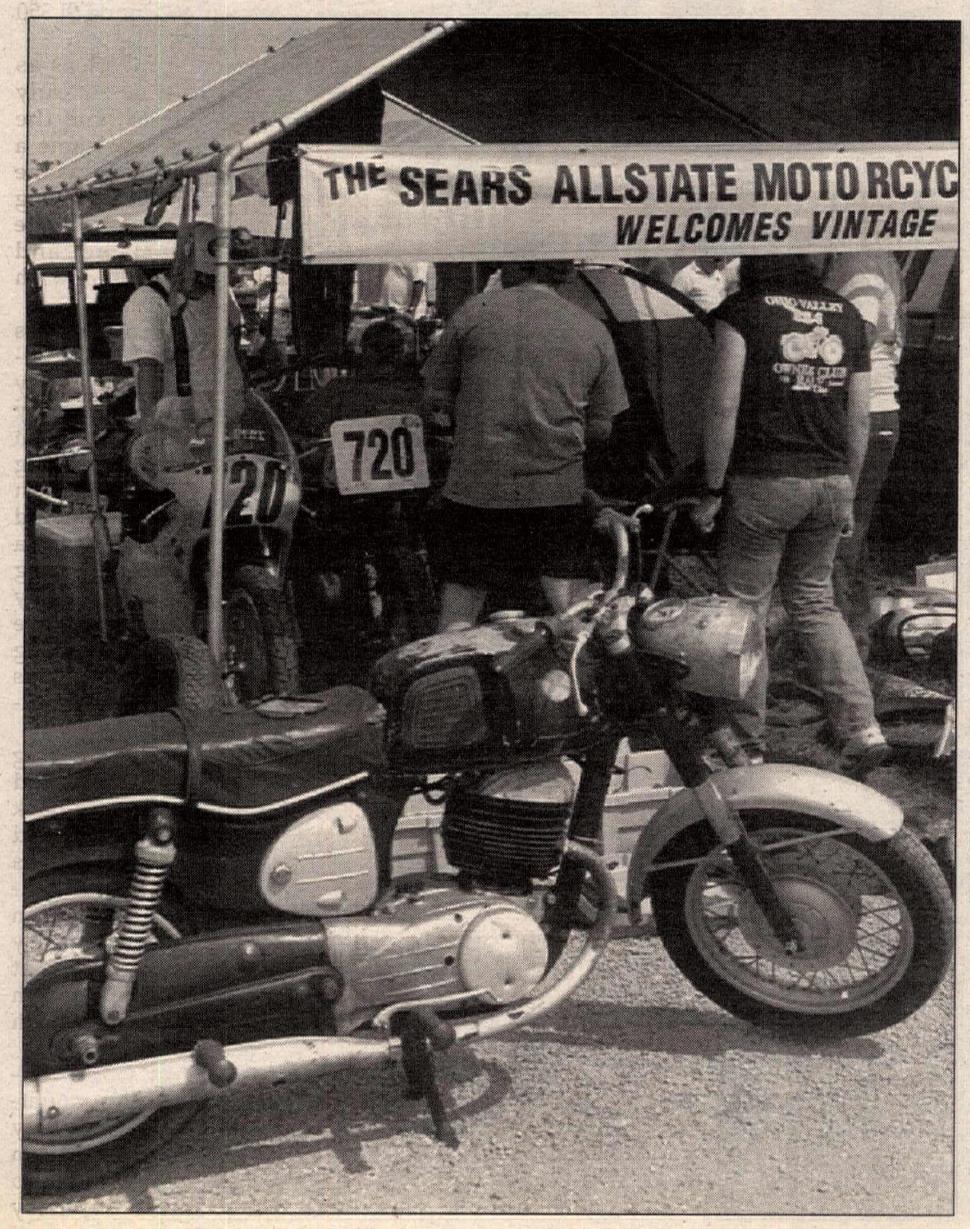
**BOT F-3:** 1. James Lickwar (Hon); 2. James Ball (Hon); 3. Tom Benedict (Hon); 4. Tim Abke (Hon); 5. Greg Field (Duc).

**BOT 2-STRK:** 1. Rick Newman (Yam); 2. Blaine Bahm (Yam); 3. Doug Staddon (Har); 4. Drew Swanson (Yam); 5. William Murar (Yam).

**BEARS:** 1. Les White (Duc); 2. Fritz Kling (Tri); 3. Peter Johnson (Guz); 4. Geoff Mellinger (Duc); 5. Dean Verplank (Duc).

**BMW LEGENDS:** 1. Yvon DuHamel (3-2); 2. Roger Reiman (1-5); 3. Don Emde (7-1); 4. Gary Nixon (5-3); 5. Chris Draayer (4-6); 6. David Aldana (2-10); 7. Eddie Mulder (10-4); 8. Walt Fulton (6-6); 9. Mark Brelsford (8-7); 10. Don Vesco (9-9).

**Several clubs for rare or curious marques such as this Sears Allstate were on hand.**





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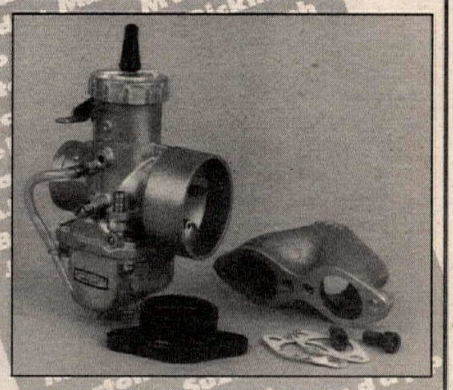

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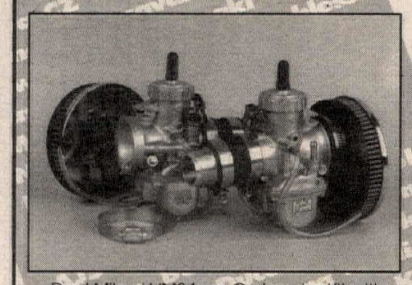

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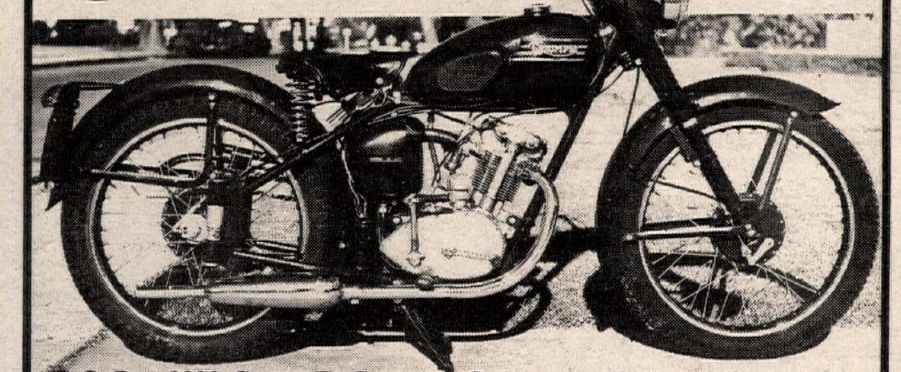

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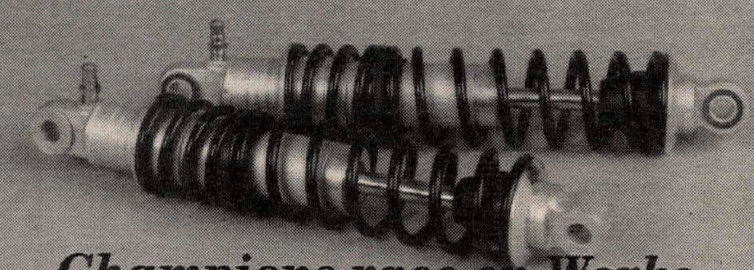

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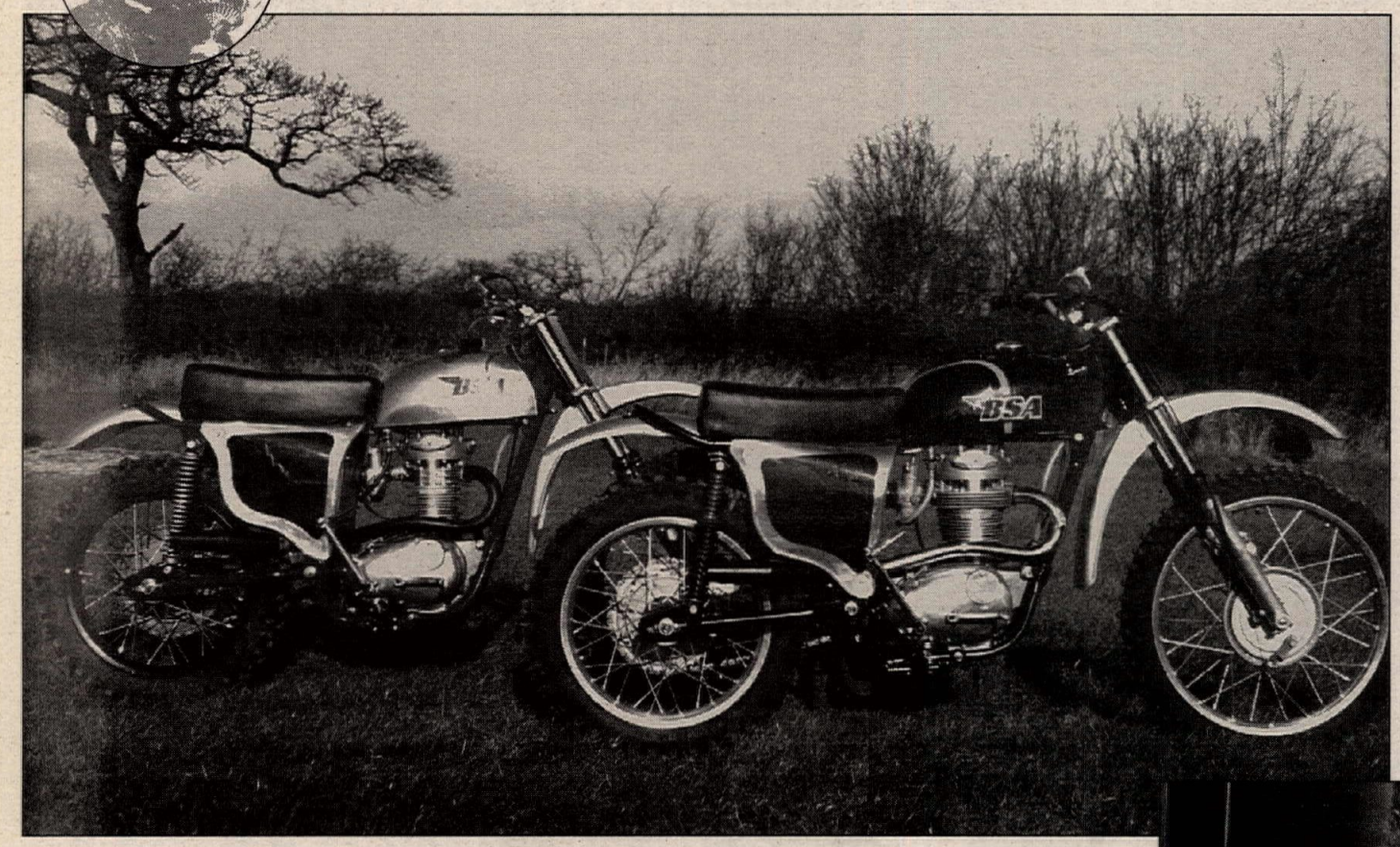



# juiced up

By John Dickinson

The Classic racing scene in Britain is supremely healthy in all areas of motorcycle sport. There has been a period of sustained growth in virtually all disciplines - road racing, trials and scrambling, and although the growth aspect is now leveling off, none of the ground gained is being lost as a newly converted hard core of enthusiasts keeps the old wheels turning.

Classic motocross (scrambles) and road racing have, of course, seen a rash of "replica" machines flooding the marketplace, and thus the paddock. Hence, instead of a full lineup of genuine old war-horses, you are much more likely to be watching a grid full of 1995 model "replicas."

The thing to have in pre-'61 scrambling is, of course, a Metisse. This chassis was, as everyone knows, the brainchild of Don and Derek Rickman, and although they themselves no longer manufacture the fabled frames, just about everyone else with access to an armful of steel tubes, a pipe-bender and welding gear does!

And into the 1995 Metisse chassis is fitted either a G85CS Matchless motor (getting rare now) or, more probably, a Triumph twin - the bigger the capacity, the better. In the good-old days, a 500cc engine was the norm. These days a 650 - or even 750 - is the answer. And an increasingly popular option is to install an ex-speedway or grass-track Jawa motor - seen by guardians of the "true faith" as something of a cheat.

Not everyone is a devout follower of the Metisse faith, thankfully. There is always some individual who likes to pit himself against the odds and get a less-favored mount into the thick of the action. One such gent is Alan Walker, and Walker has a penchant for the BSA single, once the standard-bearer for the sadly defunct Birmingham factory.

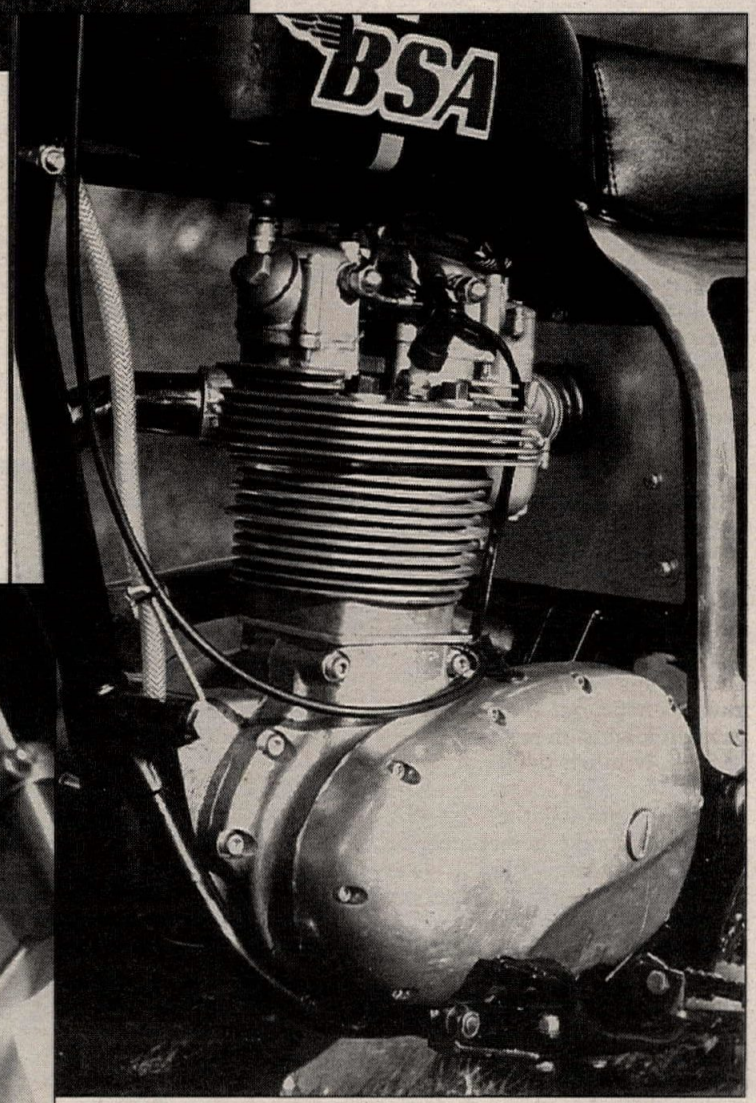
Jeff Smith, of course, won two World Championships on BSAs - in 1964 and '65 - but outside the top echelon of the sport- i.e., at the clubman level - the Beesas were often overshadowed by other marques such as Metisse, CZ and even Greeves - that valiant but tiny British factory.

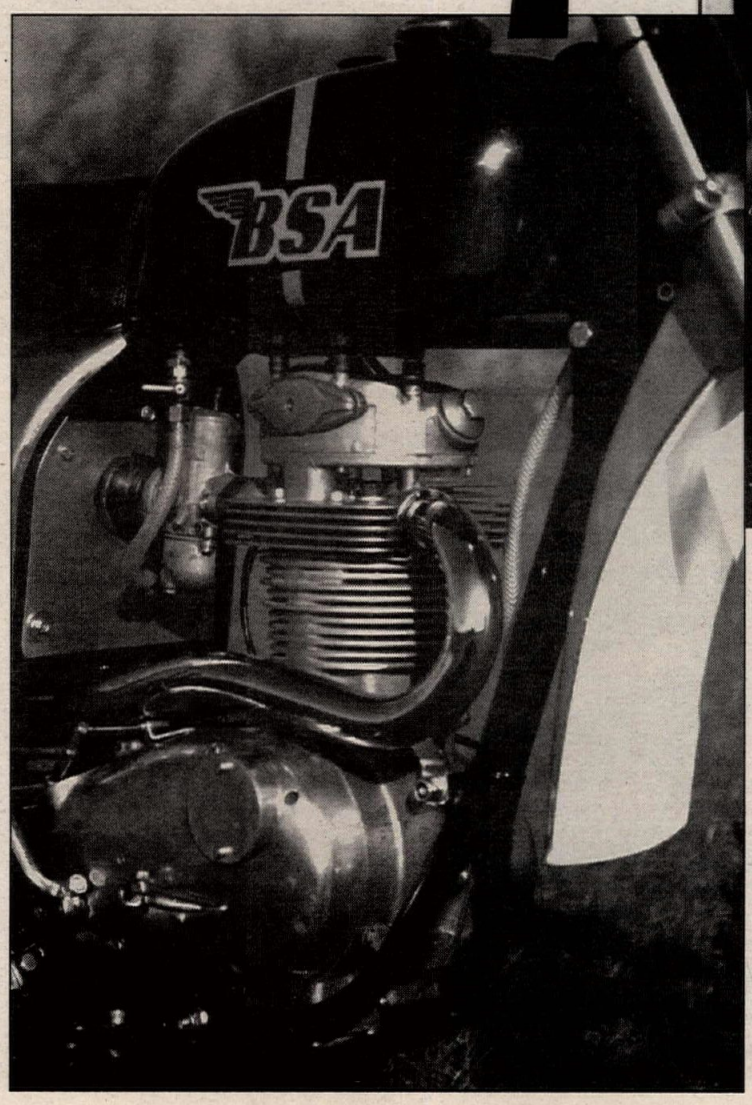
Strangely, BSAs probably enjoyed more success in the '70s after they evolved into CCMs. But Walker's interest is with genuine, unit-construction BSAs. He is not worried about capacity - 250, 350, 440 or 500 - it is all the same to this tuner, but he does have a penchant for a particular fuel: methanol.

So what about these engines?

"I am happy to build gasoline or methanol motors," Walker said. "(But) the beauty of methanol is that it produces a dramatic increase in power

**(Left) With the exception of the slightly longer suspension travel fitted to the machine on the right, the stock appearance of Alan Walker's BSA B50 motocrossers give little warning of the extra horsepower lurking inside their methanol-burning engines.**
**(Below) A closer look reveals some of Walker's handiwork. Note the twin-plug cylinder head which produces an ample amount of energy to light the alcoholic intake charge. The baseplate separating the barrel from the cases provides extra clearance for an Italian-made piston with a slightly lower wrist-pin location.**




**(Left) The transmission reveals no clue to the fact that it is a three-speed. Walker says that with the motor's available spread of power, low gear is not necessary.**

(Left) Veteran scrambler Peter Remington puts one of the 'dope burners' through its paces. Remington rode such a machine at the Scottish Pre-'65 motocross championships in 1995. According to Remington, there is no comparison between the modified machine and its stock counterpart.

without any radical tuning, and the power is available right through the range, not just at the top end. These are very ridable bikes. Methanol is a much-misunderstood fuel. Everyone thinks that the motors will be very fiery, but this just isn't true.

"You do need to run a high compression ratio - I reckon 13.5:1 is right for a scrambler - compared to 11.4:1 for gasoline," Walker said. "And you have to run much richer jetting - you get through a lot of fuel running 'dope.' You can also vary the ignition timing over a greater range than with gasoline, but the real big bonus - apart from the power boost - is much cooler running. The engines run so cool on the BSAs that I sometimes machine most of the finning off of the barrel."

Walker continued, "Methanol is slower burning than gasoline, and I modify the cylinder head to take two plugs and run twin-spark ignition. Twin plugs with gasoline don't show much benefit, but the twin flame-front pays dividends on methanol."

So how much power are we talking here?

"A well put-together 500 BSA might produce 35 brake horsepower on gasoline," Walker said. "I know we are talking 45-50 brake horsepower for methanol. I tested a 350 motor, that I had built for grass-track, on a dyno and it knocked out 52 brake horsepower when peaking at 9000 rpm."

Because of the wide spread of power, Walker converts the gearbox to a three-speed, ditching the normal first gear and machining a new cam plate. More machining is employed to give the gearbox main shaft an outrigger bearing which solves an old BSA bugbear. The clutch is given an extra plate to beef it up, and increased operating leverage to give a light feel.

The baseplate at the bottom of the barrel is there because Walker has been experimenting with an Italian-made piston that has the wrist pin at a different height than standard. The stroke remains the standard 90mm for 440cc and 500cc, and 70mm for 250cc and 350cc. Ignition is by either Motoplat, Boyer or Interspan.

So into which chassis is our now fire-breathing motor fitted? Nothing more exciting than a standard BSA.

"Anything, as long as it is not a GP frame," Walker said. "They were a disaster. Right from the C15 of 1962, all the other BSAs used the same frame. Getting the handling right is as important as the engine, and I know just what to do.

"The frame is standard, but I fit my own swing arm, which is actually a copy of a 650cc BSA fitted with elongated wheel-spindle slots so that the wheelbase can be varied for different tracks," Walker said. "And I fit a strengthening, additional top tube with a built-in head stay. This makes for a really rigid chassis that handles. The geometry is very important to get the steering right, and I know exactly which Marzocchi clamps work. It really doesn't matter which forks you use after that as long as they are set up right."

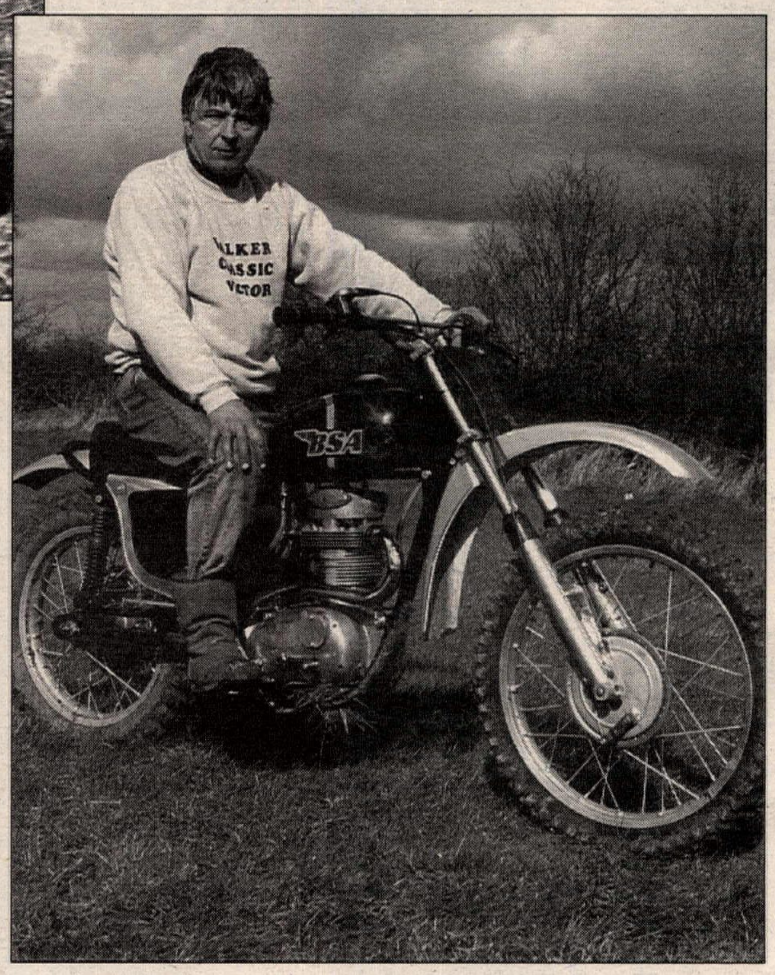
How do they ride? The objects of the test day we had were a couple of full 500s that Walker had screwed together, both running on "dope," for the benefit of a prospective customer - Peter Remington - the grizzled veteran of many a summers' scrambling. Remington had come along with his son Scott. Both ride Classic events, and Peter Remington - a confirmed CZ man - wanted to try the BSA as well as give young Scott his first four-stroke ride.

Peter Remington, who has ridden just about everything on wheels off-road, gave us the benefit of his experience following a blast on the beast.

"Basically, it is everything that a standard Victor isn't," Remington said. "It is very rapid and it definitely handles. The engine is powerful but totally controllable, and it is so easy to power-slide or drift across a loose bend just on the throttle. And amazingly, there is little vibration."

Walker gives the frame mods a lot of credit for this.

"I haven't been on a 'dope-burner' before, but I am very impressed with this," Remington said. "I reckon it will see the 400 CZ off quite easily. I wondered if three would be enough, but the spread of power is just amazing - I seriously think a two-speed transmission would be enough with this motor."



(Right) The builder: Alan Walker poses with one of his conversions. Walker's bikes have proven so successful that they are being considered for exclusion from English classic competition.

The two machines' suspension setups were very different - one ran soft, short shocks and soft forks. The other was much stiffer and fitted with 13.5-inch long units.

"The bike with the longer, stiffer shocks was the one," Remington said. "It handled so much better and steered inch-perfect."

The Walker-BSAs are now on the British scene and are built to order, but because of their initial success rate there is already a black cloud on the horizon as several of the British Classic organizations are threatening to ban methanol burners.

But until the methanol machines are banned, the CZ and Metisse set have got a real fight on their hands. And the fact that both Remingtons ended up this year on Walker-built BSAs must mean something. Isn't variety supposed to be the spice of life?

*Editor's note: Although the above story provides an entertaining insight into the technology being applied to the British vintage racing scene, such a machine would be illegal at an AHRMA-sanctioned motocross or scrambles. AHRMA specifies that "gasoline only" be used at its events in the United States Riders/mechanics interested in using alcohol should check with whichever sanctioning body they are affiliated with before attempting such a conversion.*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## Round 5: Marquette Mountain

(Left) Lou Gerencer Jr. (left) scored the 800cc-class win, while Ted Wilkins (right) earned his first win of the year in the 540cc division. (Below) Rick Soter III launches out of the starting box for his first attempt up the Marquette Mountain hill. He ended up finishing third in the 540cc.

The hill, just off the back deck of the Marquette Ski Lodge, boasted a 400-foot light-to-light climb with ample room for another 400 feet. The first obstacle sloped up to the 60-foot mark where the groove drops out to form a 30-foot-wide ditch. And then, two more tiers followed at the 170-foot marker and at the 280-foot marker. The starting box was made up of loose, rich soil, which made getting a good track out of the box a challenge in itself.

# Over the top

(Left) Gerencer's win in Michigan was the second of the year for the defending champ.

**By Jay Herndon**

MARQUETTE, MI, JULY 22

Lou Gerencer Jr., of the Gerencer's Pro Hillclimb team, used the drag-strip conditions at the Marquette Mountain Ski Resort slopes to his advantage by putting the awesome horsepower of his Harley-Davidson to the ground and emerging with his second 800cc-class Pro Hillclimb win of the season.

On the other side of the coin, Ted Wilkins, aboard his snowmobile-powered hillclimber, recorded his first Pro Hillclimb win of the season in the 540cc division.

This was the first time Marquette hosted a Pro AMA motorcycle event, and it was conducted by the newly incorporated Superiorland Motorsports club, which consists of just seven people who banded together to put on the well-run show.

Getting things underway was Bob Shreiner, in the 540cc class, who drew slot number one, but his BSA wouldn't start. Ted Wilkins stepped in and took his place, making the first run up the hill and clicking off a time of 7.249 seconds to set the day's pace. Shreiner managed to get his bike running and took his shot at the hill, but couldn't better Wilkins' time with a 9.840.

But it was Paul Pinsonnault setting the quickest time of the first round in the 540cc class. The number-one-plate holder powered his Honda up the hill stopping the clock at 6.550. Rick Soter III was the closest to matching Pinsonnault's time, but still came up short with a 7.114 on his BSA.

After an injury to a rider in the 800cc class during the first round of action, the club chose to change a portion of the hill to make the climb more safe for the second round of action.

When the 540cc class came out for

their second run at the hill, Shreiner returned with a 7.382 ride but wouldn't help his cause any. When it was all over, he'd end up 13th.

The rider of the class was Ted Wilkins who put a perfect ride together on his second run with a fast 6.319. His time would hold giving him his first Pro hillclimb win of the year.

Paul Pinsonnault hammered his Honda in an attempt to beat out Wilkins, but settled with a 6.339 for second overall.

"I just think it (the bike) was geared a little slow," said Pinsonnault. "The bike screamed a little too much. It wasn't pulling hard like it should have."

Rick Soter pushed his BSA to the limit on the drag-strip part of the hill to clock in with a 6.515. The time was good enough for third place. "I never shut it off," said Soter. "I'm not so sure that was the thing to do. I floated the valves and that probably slowed me down a little."

Scott Everett draw the first start position in the 800cc class and, like Shreiner in the 540cc class, Everett had to skip his run when his three-cylinder Triumph refused to start. The bike never did ignite.

Lou Gerencer stopped the clocks with a 6.426, setting the pace for the big-bore riders. His teammate, Harry Schreiber, put his nitro Harley onto the hill quickly only to get kicked off on the third kicker, taking a spill. He landed underneath his bike, destroying his helmet. He was taken to the hospital with a broken arm. It was this incident that prompted the course change after the first round of action.

Steve Dresser put his stretched nitro burner onto the hill in an aggressive attempt to get a good ride out of the challenging terrain. He clocked a 7.106.

In the second round, Lou Gerencer Jr. rocketed up the hill with the front wheel floating, stopping the clock at a remarkable 5.650. No one could top his performance, and he would wind up taking his second National of the season.

"I kept the thing wide open over the jump on the top part of the hill and motored right over and through the lights," said Gerencer.

Dresser grabbed second overall with a 6.018 ride up the hill, shaving over a second off his first run.

"I don't think I could've made up the time to catch Lou, but I sure could've gotten closer," said Dresser.

Yamaha rider Rodney Smith powered up the hill to third place after posting a 6.037.

"My second ride, I came out a little slow," said Smith. "It bogged, but other than that, this Yamaha really seems to do the job." CN

**Marquette Mountain**
**Marquette, MI**
**Results: July 22, 1995 (Round 5 of 14)**

**540:** 1. Ted Wilkins (Rtx); 2. Paul Pinsonnault (Hon); 3. Rick Soter III (BSA); 4. Paul Lowe (Kaw); 5. Terry Thompson (BSA); 6. David Watson (Hon); 7. Michael DeBusk (BSA); 8. Michael Pulver (Hon); 9. Jason Petty (Kaw); 10. Scott McNeely (Hon); 11. William Price (Yam); 12. Ralph Kreeger (Tri); 13. Robert Schreiner (BSA); 14. Paul Garrety (BSA); 15. Bob Hawk (BSA); 16. Tony Wells; 17. Walter Herrick (Suz).

**800:** 1. Lou Gerencer Jr. (H-D); 2. Steve Dresser (H-D); 3. Rodney Smith (Yam); 4. Jimmy Dingee (H-D); 5. Tom Reiser (H-D); 6. Randy Gabriel (H-D); 7. Robert Castledine (H-D); 8. Rod Williams (H-D); 9. Glendal Petty Jr. (H-D); 10. Roger McNeely (H-D); 11. Greg Williams (Hon); 12. Wallace Fowler (Suz); 13. Harry Schreiber (H-D).

Upcoming Rounds:
Round 6 - Haydenville, OH, July 29
Round 7 - Jefferson, PA, August 6


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WHERE? LAGUNA SECA
WHEN? 1995 WORLD SUPERBIKE
WHAT? JULY 23
HOW? DUNLOP TIRES

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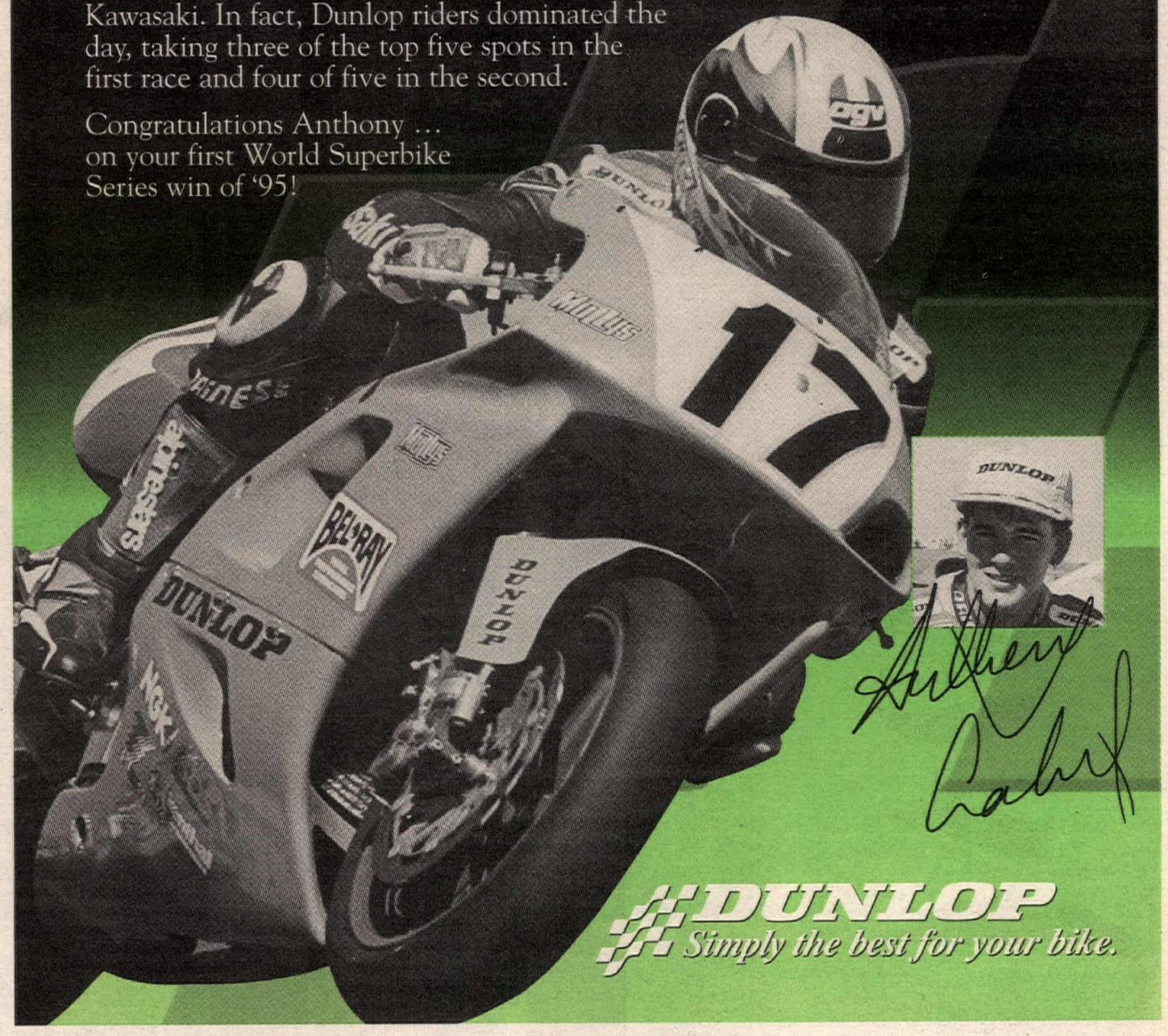


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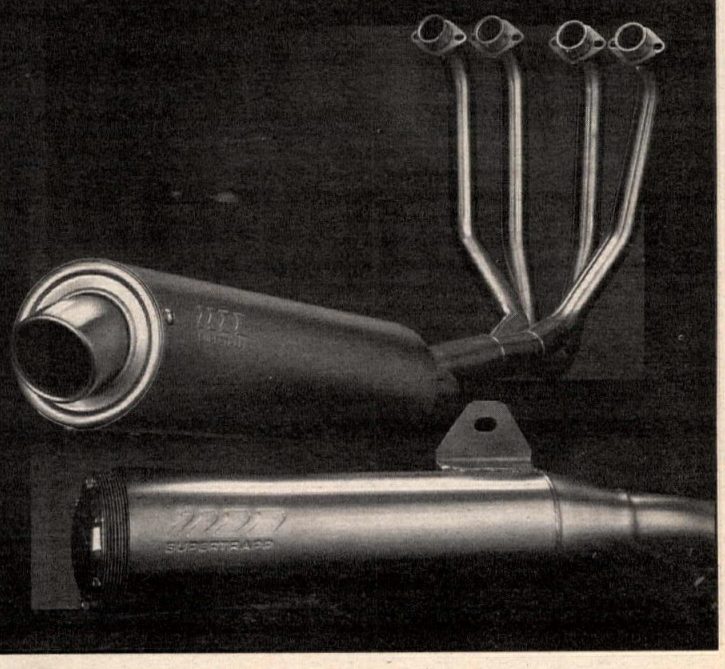

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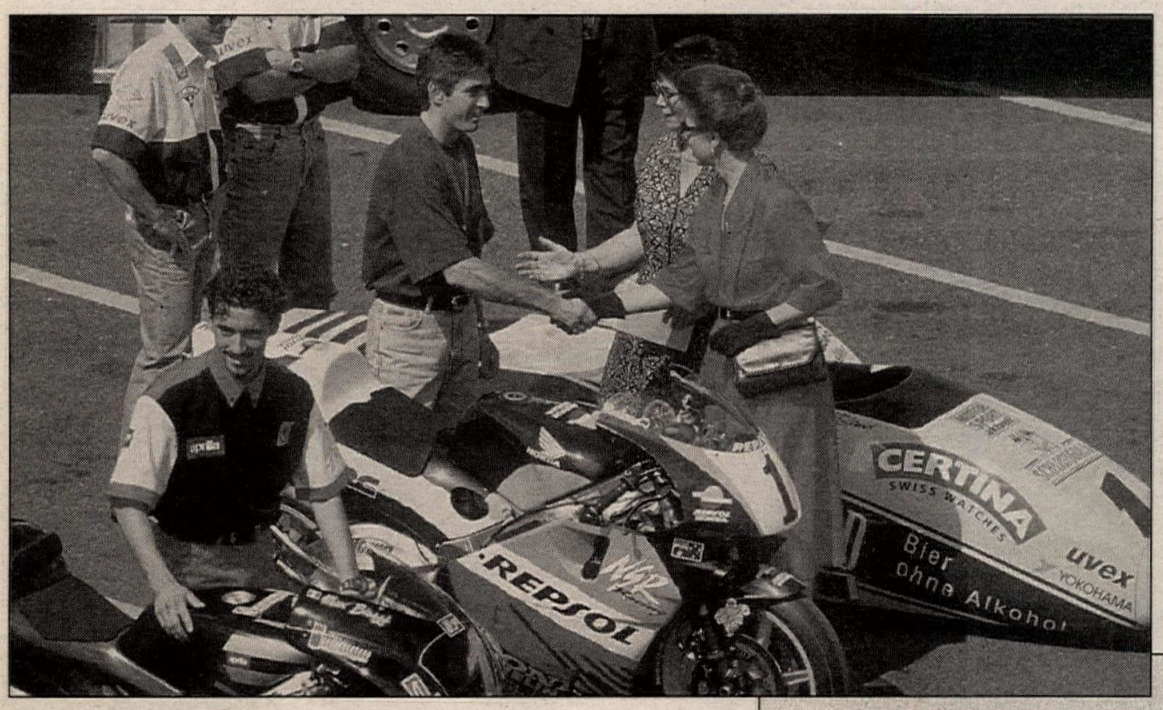
ROAD RACE | Riders for Health's Day of Champions

# Helping hand




(Left) Princess Anne meets World Champion Michael Doohan; Princess Anne was on hand at Donington Park for the Riders for Health Day of Champions.

By Bruce Scholten
Photos by Martha Young-Scholten

DONINGTON PARK, ENGLAND, JULY 20

"It's come of age." That's how Andrea Coleman, one of the original forces behind Riders for Health (RFH), described their fourth big Day of Champions before the British Grand Prix. About 5000 race fans helped the Grand Prix circus raise a record $80,000 for motorcycle-related programs in sub-Saharan Africa. "Attendance was hard to count because so many people brought kids," she explained.

Now dubbed the "traditional" Day of Champions by long-time GP commentator Chris Carter, the annual fund-raiser, like Edison's light bulb, appears to be an idea that's come to stay. That's partly due to the effort and input from GP promoters Dorna, IRTA, and Donington Park owner Tom Wheatcroft.

"Randy Mamola talks to the racers, the paddock gives it shape and we put it into practice," Andrea Coleman said.

A hard-core group of 40 volunteers meets throughout the year and swells to 107 on the Day of Champions. Everyone interviewed at the track knew something about, and supported, Riders for Health's work in Africa. But the best life insurance for the Day of Champions is that it's always tons of fun.

Morning began with "Breakfast of Champions" under the marquee tent. Carter mixed orange juice with chitchat from Mamola (possible the fastest, most popular rider to never win a World Championship) and a succession of Grand Prix stars that went on all day. Among them were former World Superbike Champion Scott Russell, the new Lucky Strike Suzuki rider who is under the tutelage of Kevin Schwantz. Also a crowd pleaser was 250cc World Champion Max Biaggi - the "Roman Emperor" and a natural ham, alternately tweaking a little girl's nose, or suavely bowing to the microphone.

In the nearby arena, well-choreographed stunt teams performed intersecting jumps, stormed a wall of fire, and staged a mock-motocross. One spectator admitted, "I'm not partial to stunt riding, but these guys are impressive."

"Impressive" only began the list of adjectives for GSXR1100 stoppie-and-wheelie king Gary Rothwell. He recently set a world wheelie record with seven passengers aboard. Rothwell explains that he had the best seat on his Suzuki streetfighter, "because I was on the handlebars." His morning and afternoon shows on the pit lane blew several thousand minds - along with two tormented rear tires.

It was quite a day for bread and circuses. One spectacle that had everyone rapt, including 500cc World Champion Michael Doohan, was a drag race between Norifumi Abe and his Yamaha YZR500 and Ukyo Katayama in his Tyrell Yamaha Formula One car. Two-wheeled partisans were disappointed when - after lagging initially - the car won each pass. (They'll surely demand a rematch once motorcycle traction control is perfected.) But the braking of the oddly matched vehicles into Redgate Corner thrilled everyone. Katayama's car slowed with the aural violence of shotgun blasts, while Abe exhibited great control - keeping the rubber side down after extreme sideways stoppies.

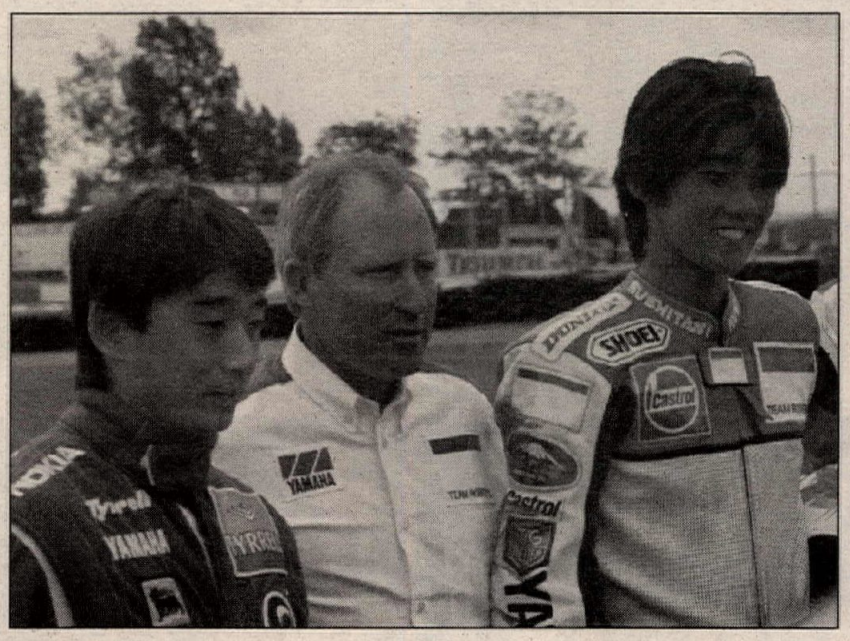
But the heart of the Day of Champions is always the opening of the paddock. Niall Mackenzie said: "It's always pretty laid back." There were no frenzied mob scenes. Perhaps that's because so many race fans are themselves involved in at least some level of motorcycling; they are eager to rub shoulders with the stars, but too sensible (or too British) to go nuts about it.

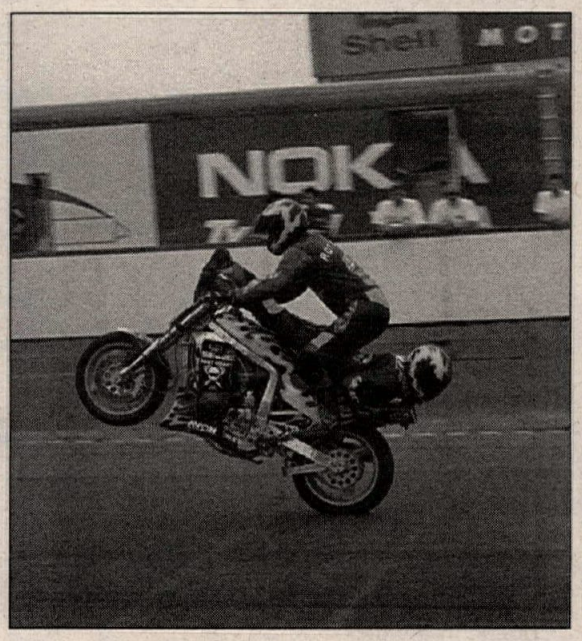
This year's Day of Champions got some royal treatment. At about 2 p.m., Princess Anne emerged from a helicopter to be greeted by a cavalcade of motorcycles. She then joined a walkabout of the pits, where Kenny Roberts and the irrepressible Mamola introduced her to future kings like Abe and Russell. Even a visit to the Schwantz family motorhome was fit in. The princess also met many Riders for Health volunteers. They answered her pertinent questions, particularly about the 200cc BSA four-stroke, which is succeeding the Kawasaki two-stroke in Africa. Security for the royal visit (an important feather in the Riders for Health hat) limited public access to the pits, compared to last year. But fans took it in stride, and GP stars signed extra autographs in the infield.

Anyone feeling lucky could buy a lottery ticket for a "pillion in a million" lap around Donington Park - two-up with Mamola. More sedate folks bought bus tickets. Drivers included Biaggi and the relatively silent but deadly Mackenzie.

But the coup de grace was the evening auction, where spectators bid on the stars' leathers, boots and underwear (not really). And bid they did. First-timers at the auction were stunned at the thunderous standing ovation accorded newly retired Kevin Schwantz, whose boots fetched a goodly price. One happy customer was John Kilminster, who came from the Isle of Guernsey,

(Right) Norifumi Abe races his Yamaha YZF750 against the Formula One car of Ukyo Katayama. (Below - from left to right) Katayama, Kenny Roberts and Abe pose for photos. (Below right) Gary Rothwell displayed his wheelie talents to the large crowd on hand.



"just for the auction." For $1500 he rode home with Doohan's 1995 leathers. They just about fit, too.

"Anything can change, but I think we have roots," Barry Coleman said.

As much fun as this Day of Champions was, it'll be no surprise if (like Edison's light bulb) the event is a permanent fixture in GP racing. CN

# Riders for Health

Have you ever tried changing a tire without the right tools? Soon you're blaming skinned knuckles on yourself and your own bad luck - until someone lends you a beadbreaker and tire irons. Viola! Tire changed and you're on your way.

There's little mystery to the success of Riders for Health (RFH) in Africa. Previous attempts to use motorcycles went wrong because non-bikers sent urban mopeds to dirt bike country. RFH sends the right bikes for the job. Most importantly, motorcyclists like Mohale Mashoeshoe (director of the autonomous program in Lesotho - the beautiful, mountainous kingdom surrounded by South Africa), Mike Gatton (overall project advisor in Africa) and instructor Dave Taylor teach "modular maintenance systems." It's why Lesotho's fleet of 47 Kawasakis has run for years with zero breakdowns. "I think we've proven to UNICEF and others that we are a success," says Mashoeshoe.

A decade ago, Andrea and Barry Coleman, Kenny Roberts, Randy Mamola and other GP heroes got the bright idea for Riders for Health - an organization that could teach the world how motorcycles save lives. Save the Children Fund provided the infrastructure to get it started. Since then, RFH patron Princess Anne (an aficionado of things equestrian) has also become a big fan of motorcycles, because they do the job better than horses, Land Rovers or other tools.

Zimbabwe, Ghana and other governments now consult RFH on training. In Ghana, in the first half of this year alone, RFH trained 718 health workers - including 108 qualified rider trainers, now ready to teach others. Over 80 percent of the riders are women. Ghana has a plan to extend dependable, regular visits by health workers to children and families in all villages by the year 2000. Fleet advisor Stewart Walker says, "The joke now is that the plan must be abandoned - because training is so far ahead of schedule."

Judging from the smiles of new riders, in a video shot in Ghana last March, they're in on the joke.

Africa has endured more than a few mislaid plans and silly slogans. But RFH slogans like "motorcycles save lives" and "motorcyclists have fun" aren't cruel jokes - they're reality. And more fun than changing a tire.

*Those wishing to get involved with Riders for Health can contact Andrea Coleman, Riders for Health, The Old Vicarage, Norton, Daventry, Northamptonshire, NN11 5ND England. Fax 44/1327-78816...Editor.*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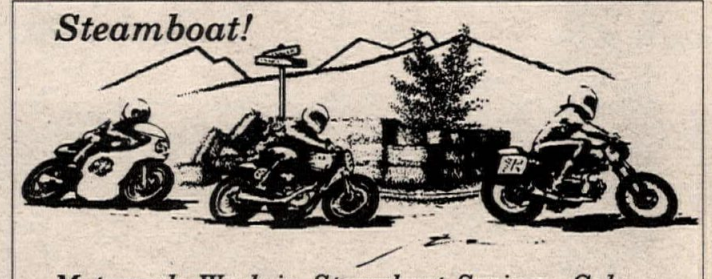
*Steamboat!*



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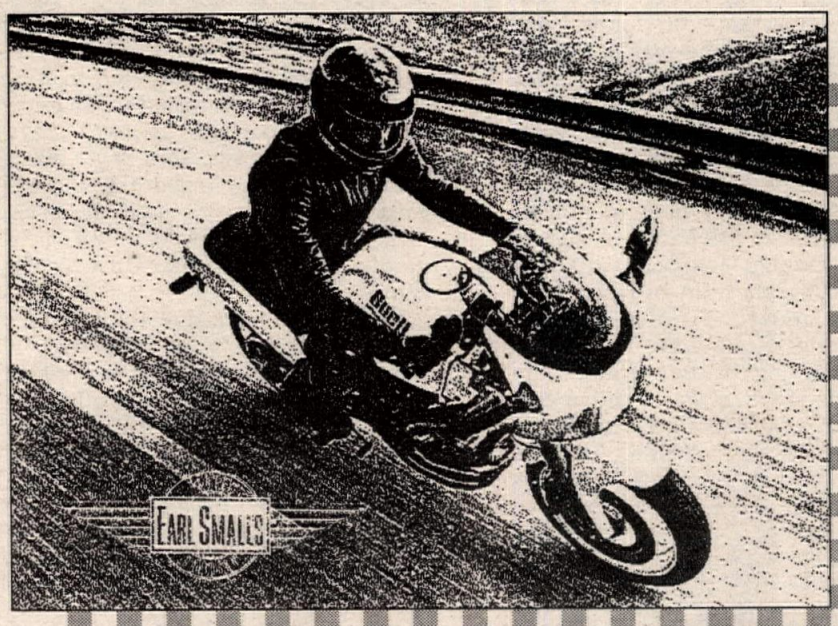
**Vintage Enduro**
**Oct. 1**—Fairville, NY
**Oct. 15**—Chadwick, MO



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(Top) Larry Roeseler (shown) and Regie Dunlap combined efforts to win the first running of the Cal City Midnight Romp desert team race. (Above) After winning the motorcycle race at the Midnight Romp, Roeseler settled in behind the wheel of a Ford truck and, along with co-driver Rod Muller, scored the four-wheel class overall win.

Cal City Midnight Romp

# Roeseler puts in overtime

**By Tony Tellier**

CALIFORNIA CITY, CA, JULY 15

Team Green icon Larry Roeseler and Regie Dunlap "un-retired" to win Baja Promotions' first running of the California City Midnight Romp desert team race, while Todd Hoy soloed to a respectable second overall finish. And that wasn't all for Roeseler. Not long after stepping off his winning Kawasaki KX500, Roeseler strapped himself into a Ford pick up truck - along with co-driver Rod Muller - and ran away with the overall win in the four-wheel race.

The two-lap affair in the motorcycle race was run over 50 miles of vestigial California City subdivision roads. Some 20 years after being plotted, the barren "City" sprawl is now available for racing provided that the race courses be made up of "existing trails."

Once Kawasaki-mounted Roeseler got by the front-row starter, "San Felipe Bob" Surmon (who left the starting line at 4 p.m.), and passed Hoy and Kirk Naylor, it was full throttle all the way for the multi-time Baja 500 and 1000 winner. Over the wide-open, almost rockless desert, Hoy simply admitted that, "Larry's (KX500) was just faster than my KTM." Larry completed his first lap in 46 minutes with Hoy coming into the pits just a tick later.

In the latter stages of the second lap, Roeseler turned the Team Green Thor/Dunlop/Oakley/Bel Ray/DPR racing machine over to off-road truck fabricator Dunlap, who said that the final "14 miles of road was scary - pinned." Dunlap, who can usually be found riding shotgun in Jason Baldwin's Unlimited Trophy Truck in SCORE series off-road events, ought to know, admitting that this rare (for him) motorcycle race was fun. Dunlap completed the Roeseler team's two 55-mile-lap run in an elapsed time of 1:32:53 with an average speed of 71 mph to score the overall win and the Pro Open Motorcycle class.

KTM's Hoy was second overall and finished less than two minutes back with a time of 1:34:32. Along the way, Hoy hit a bird at speed. Then his bike started to run lean. He was able to stay with Roeseler the entire race, but missed a few turns here and there that added up to the two-minute margin that the Roeseler/Dunlap team won by.

"I don't think I ever got out of fifth (gear)," Hoy said. "I overshot a corner and hit a huge ditch and went into the bushes."

The two-track roads were very fast and very dusty. Veteran racer Rusty Clarke, a back-of-the-pack starter, was able to catch Senior (40+) rider Bob Van Dyke but could not get by until the 20-mile mark.

The Baja vet - Van Dyke - brought his KX into the rider-swap area with a flat front tire, but didn't know it was flat at the time.

"I was tapped out the whole time," said Van Dyke, "and I didn't know it was flat."

Second-loop rider John Alexander elected to protect their class lead by just adding air in the tire and going for it. Alexander, who finished second in the 250cc class at the recent Baja 500, found that decision to be imprudent. He would later wash out and in the ensuing tumble break his left collarbone. Again.

Rancho Suspension's Dave Simpson, who had competed in the 1994 Camel Trophy endurance event, soloed to the Vet Pro win and fourth overall.

Bob Surmon felt the effects of bronchitis and faded to third Open Pro and fifth overall. CN

**Midnight Romp**
**California City, CA**
**Results: July 15**

**O/A:** 1. Larry Roeseler/Regie Dunlap (Kaw); 2. Todd Hoy (KTM); 3. Mike Roberts/Roland Wood (Yam); 4. Dave Simpson (Kaw); 5. Bob Surmon (Yam).
**PRO:** 1. Larry Roeseler/Regie Dunlap (Kaw); 2. Todd Hoy (KTM); 3. Bob Surmon (Yam); 4. Tim Moore/Dave Carling (Hus); 5. Kirk Naylor (Yam).
**250 PRO LTD:** 1. Mike Roberts/Roland Wood (Yam).
**PRO VET:** 1. Dave Simpson (Kaw); 2. Rusty Clarke/John Alexander (Kaw).
**PRO SR:** 1. Bob Van Dyke/Rich Caselli.

Virginia State MX Championships

# Walker wallops Pro Sport MX

**By Barbara Williams**

WYTHEVILLE, VA, JULY 16

Neither searing summer heat nor sudden thunderstorm could slow Kevin Walker as he racked up another six perfect motos, adding victories in 125cc A, 250cc A and 25+ A races to his resume and $350 to his wallet at Pro Sport MX.

Nearly 450 riders gathered to contend for the Virginia State MX Championships, round 12 of the AMA Pizza Plus US MegaSeries. Two short intermissions were necessary during the second round of motos to water the track. Then, with a few motos to go, a drenching downpour settled the dust for the day.

Walker was unfazed by the extremes, and his dependable Yamaha of Kingsport rides carried him to decisive wins. Walker's only real competition in 250cc A and 25+ A action came from Billy Liles, who pulled a couple of holeshots on the YZ pilot and made sure that Walker didn't have any opportunity to relax. All year long the Walker/Liles battle has raged, and so far Walker has consistently come out on top. In fact, Walker already has the MegaSeries Championship locked up for the 125cc A division and will most likely become the 25+ A champ as well. Liles is closer to victory in the 250cc A points race, and some extremely bad luck for Walker, coupled with things staying the same for Liles, could foreseeably upset Walker's plans for a repeat crown.

In the 125cc A clash, Gaylon Dickson Jr. stuck close to Walker in the hot first moto, but couldn't seem to mount a drive to go past him, and Walker took the win. Dickson inherited the point position when Walker splashed down in the whoops early in the rainy 125cc A second moto. Once back underway, however, Walker handled the slippery muck as if it were dry, and two laps later was once again in control for the moto and overall win.

The B classes were not nearly so predictable. In both motos of 125 and 250cc B, any one of four riders could be out front on any given lap: Jarrett Tipping, Kurt Sims, Mitchell Hodges, or Marcus Hedrick. Hodges and Brian Stone traded moto wins in the 125cc B class and Stone came up with the overall victory via his 3-1 placings. Tipping won the 250cc B class with 1-3 finishes, followed by Sims (4-1), Hedrick (3-2), Hodges (2-5) and Stone (5-4). CN

**Results**

**50 (4-6):** 1. Chase Beck (LEM); 2. Logan Bell (LEM); 3. Cory Strickland (KTM); 4. Jarod Scalf (KTM); 5. Patrick Gabehart (LEM).
**50cc (7-8):** 1. Cody King (LEM); 2. Torre Streifthau (LEM); 3. Jake Posey (Cob); 4. Binny Orrell (Cob); 5. William Jones (LEM).
**65 (7-9):** 1. Matt Miller (Kaw); 2. Rob Wooden (Kaw); 3. Wade Cordell (Kaw); 4. Torre Streifthau (Kaw); 5. Stephen Martin (Kaw).
**65 (10-11):** 1. Kevin Stone (Kaw); 2. Chase Roberts (Kaw); 3. Jeffrey A. Fields (Kaw); 4. Charles Justin Whatley (Kaw); 5. Phillip Ranker (Kaw).
**80 BEG:** 1. Paul Brunk (Suz); 2. B.J. Huntsinger (Suz); 3. Rusty Dockery (Yam); 4. Brian Griffin (Kaw); 5. Jesse Robertson (Kaw).
**JR MINI:** 1. Joshua Summey (Kaw); 2. Ben Riddle (Kaw); 3. Justin Gibbs (Kaw); 4. B.J. Huntsinger (Suz); 5. Stephen Grimes (Kaw).
**SR MINI:** 1. Aaron Lindsey (Kaw); 2. Jeff Gibson (Kaw); 3. Eric Barnes (Suz); 4. Jamie Garrett (Suz); 5. Bobby Ranker (Suz).
**S/MINI:** 1. Jeffery Ryan (Kaw); 2. Jeff Gibson (Kaw); 3. Aaron Lindsey (Kaw); 4. Joshua Summey (Kaw); 5. Ben Riddle (Kaw).
**SCHBY:** 1. Luke Presnell (Hon); 2. Joshua Capps (Kaw); 3. Aaron Lindsey (Kaw); 4. Jeff Ryan (Kaw); 5. Zach Yonce (Suz).
**125 A:** 1. Kevin Walker (Yam); 2 Gaylon Dickson (Yam); 3. Joseph Prather (Kaw); 4. Tim Hodock (Hon); 5. Jason Sybert (Suz).
**125 B:** 1. Brian Stone (Kaw); 2. Kurt Sims (Kaw); 3. Mitchell Hodges (Kaw); 4. Jake Morris (Yam); 5. Jarrett Tipping (Suz).
**125 C:** 1. John Fann (Suz); 2. Luke Presnell (Hon); 3. Daniel Dailey (Hon); 4. Joshua Capps (Kaw); 5. Troy Crisp (Kaw).
**125 D:** 1. Tommy Greer (Suz); 2. Lucas McDaniel (Hon); 3. Jason Whatley (Hon); 4. Robert Butterworth (Hon); 5. Brian Craig (Kaw).
**250 A:** 1. Kevin Walker (Yam); 2. William Liles (Suz); 3. Gaylon Dickson Jr. (Yam); 4. Jason Sybert (Suz); 5. Shane Templeton (Suz).
**250 B:** 1. Jarrett Tipping (Suz); 2. Kurt Sims (Kaw); 3. Marcus Hedrick (Suz); 4. Mitchell Hodges (Kaw); 5. Brian Stone (Kaw).
**250 C:** 1. Charlie Smith (Hon); 2. Troy Crisp (Kaw); 3. William Cassavaugh (Hon); 4. Jimmy Pitcock (Suz); 5. Gary Hinkle (Yam).
**250 D:** 1. Montie Orr (Hon); 2. Robert Fields (Hon); 3. Al Albiker (Suz); 4. Gary Henry (Hon); 5. David Killian (Hon).
**OPEN AM:** 1. Ron Jones (Hon); 2. Jeff Mushala (Hon); 3. Stanley Puett (Hon); 4. James Light II (Hon).
**25+ A:** 1. Kevin Walker (Yam); 2. William Liles (Suz); 3. Gaylon Dickson Jr (Yam); 4. Mike Morgan (Yam); 5. Shane Templeton (Suz).
**25+ B:** 1. Jeff Mushala (Hon); 2. Furman Parton (Hon); 3. Albert Jamie McCoy (Yam); 4. Steve Mason (Suz); 5. Doug Neighbors (Hon).
**25+ C:** 1. Freddie Lawson (Suz); 2. Charlie Smith (Hon); 3. Gary Hinkle (Yam); 4. Bobby Graham (Hon); 5. Jimmy Pitcock (Suz).
**30+ A:** 1. Billy Liles (Suz); 2. Ron Jones (Hon); 3. Scott Shipley (Suz); 4. Mike Morgan (Yam); 5. Donnie Foster (Hon).
**30+ B:** 1. Ronnie Johnson (Hon); 2. Joey Singleton (Hon); 3. Rick Oxley (Hon); 4. Jerry Robertson (Kaw); 5. Scott Baines (Kaw).
**30+ C:** 1. David Whitson (Hon); 2. Reid Welborn (Suz); 3. Eric Cook (Hon); 4. Marc Cleveland (Hon); 5. Craig Greer (Suz).
**40+:** 1. Steve Lewis (Yam); 2. Johnny Gibson (Hon); 3. Terrell Welborn (Suz); 4. Eugene Shorty Goode (Suz); 5. Rick Oxley (Hon).
**48+:** 1. Terrell Welborn (Suz); 2. Jack Phillips (Kaw); 3. Shorty Goode (Suz); 4. Ted Shortridge (Hon).
**U/L AM:** 1. Myles Scarano (Suz) 2. Freddie Lawson (Suz) 3. David Owens (Kaw); 4. Jason Baldwin (Hon); 5. Jeffrey W. Fields (Suz).
**ENDUR/N-C:** 1. Richart Martin (Hon); 2. Daron Petrea (Hon); 3. Jeff Bush (Suz); 4. Rick Meredith (Yam).

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Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Mamicq Servoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo.

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Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

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Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

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The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

**(#162D) '93 AMA Nat'l. MX Season Review**
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

**(#162E) 1994 AMA Nat'l. MX Season Review**
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

**(#12) Dirt Devils**
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

## SUPERCROSS

**(#301F) 1995 Orlando Supercross**
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

**(#310F) 1995 Minneapolis Supercross**
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

**(#303F) 1995 Anaheim Supercross**
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

**(#312F) 1995 Seattle Supercross**
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

**(#304F) 1995 San Diego Supercross**
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

**(#306F) 1995 Atlanta Supercross**
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

**(#307F) 1995 Indianapolis Supercross**
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

**(#302F) 1995 Houston Supercross**
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo.

**(#309F) 1995 Pontiac Supercross**
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo.

**(#308F) 1995 Charlotte Supercross**
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

**(#311F) 1995 Dallas Supercross**
Round #12 of 12[illegible] Not Available [illegible]es action at Texas Stadium in Dalla[illegible] from Motovideo.

**(#325B) Airtime - Thrills of Supercross**
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

**(#325C) All Crossed Up**
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

**(#325E) Lightning Strikes Twice**
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

## TOURING & ROAD RIDING

**(#106A) 50 Years of Daytona**
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

**(#213) The Roads of Colorado**
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions.

## ROAD RACING

**(#78A) 1989 Bike GP Compilation**
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

**(#78B) Rainey Days: 1990 GP Review**
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

**(#78C) '91 GP Review: Another Rainey Day**
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

**(#78D) 1992 GP Review**
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

**(#78E) 1993 GP Review**
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

**(#78F) 1994 500cc GP Review**
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

**((#79F) 1994 125/250cc GP Review**
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA.

**(#81A) '90 Laguna Seca US Grand Prix**
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

**(#81B) '91 Laguna Seca US Grand Prix**
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

**(#81D) '93 Laguna Seca US Grand Prix**
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

**(#9) U.S. Grand Prix 1988**
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

**(#41) Bike Experience**
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

**(#94C) 1992 Isle of Man TT**
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

**(#94D) 1993 Isle of Man TT**
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

**(#94E) 1994 Isle of Man TT**
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

**(#76) Rainey's Year - The Inside Story**
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

**(#103A) Kevin Schwantz - World Champion**
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

**(#103B) Schwantz: GP Year '94**
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA.

**(#115) Cutting Edge Bikes**
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA.

**(#137) 1991 Daytona 200**
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

**(#137A) 1992 Daytona 200**
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

**(#125) Hogs Wild!**
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

**(#248) 1992 AMA Superbike Series Review**
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

**(#248A) 1994 AMA Superbike Series Review**
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo.

**(#400A) 1994 World Superbike Series Review**
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 167 minutes from Duke Video USA..

**(#401B) 1995 German World Superbike**
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA.

**(#402B) 1995 Italian World Superbike**
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA.

**(#403B) 1995 British World Superbike**
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA.

## SPEEDWAY

**(#45D) 1994 US Speedway Nat'l. C'Ship**
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Claxton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

## DIRT TRACK

**(#51) Scott Parker - Champion**
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

**(#182) Smooth Moves**
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

## VINTAGE

**(#19) Barry Sheene - Champion**
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

**(#20) Golden Mountain**
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

**(#43) TT Tribute**
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

**(#118) Enduring Memories**
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

**(#141) 1967 Hare & Hound Championship**
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

**(#142) 1967 Hopetown 500cc Motocross**
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#143) 1967 Hopetown 250cc Motocross**
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#144) 1968 Baja 1000**
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

**(#145) 1970 Ascot 100 Lap TT**
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

**(#15) Mike Hailwood - Champion**
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

**(#16) Kenny Roberts - Champion**
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

**(#42) Classic Racer Experience**
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

**(#8) Castrol History of Motorcycle Racing**
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

## ENDURO & DUAL SPORT

**(#28) Ride Like the Wind**
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

**(#77) 1989 International 6-Day Enduro**
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

**(#95) Paris To Dakar 1989**
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

**(#96) 1993 Pharaohs Rally**
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

**(#110C) 1993 Blackwater 100**
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

**(#190) 1993 LA to Barstow to Vegas**
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

**(#210) 1993 Colorado 500**
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

**(#211) 1994 Cycle News Loretta Lynn DS Ride**
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

**(#212) The Trails of Colorado MC Trail Guide**
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

## INSTRUCTIONAL & TECHNICAL

**(#13) Riding Motocross - Glover Style!**
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

**(#21) Fundamentals of Off-Road Riding**
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

**(#22) Advanced Techniques of Off-Road Riding**
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

**(#23) Practical Tire Changing**
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

**(#27) This is Motorcycle Trials**
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

**(#30) Cartridge Fork Service & Tuning**
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

**(#31) 2-Stroke Engine Design & Tuning**
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

**(#32) Two-Stroke Engine Rebuilding**
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

**(#33) Rear Shock Service and Tuning**
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

**(#34) 4-Stk Performance Tuning & Maintenance**
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video.

**(#35) Gary Semics MX Techniques #1**
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

**(#36) Gary Semics MX Techniques #2**
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

**(#37) Gary Semics MX Techniques #3: Jumping & Whoops**
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

**(#100) Rick Johnson's "Motovation"**
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

**(#101) Mental Edge**
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

**(#108) A Twist of the Wrist**
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

**(#135) Street Smarts**
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

**(#135A) Street Smarts II**
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

**(#135B) Street Smarts III: Danger Zones**
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

## VIDEO MAGAZINES

**(#11) Rick Johnson - Profile of a Champion**
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

**(#55) Moto n' Motion: Jeremy McGrath**
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

**(#60) MX-Posed: Volume #1/1**
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video.

**(#60A) MX-Posed: Volume #2/1**
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video.

**(#70) Jeremy McGrath: Winning Can Be Fun!**
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video.

**(325) Coop: The Guy Cooper Story**
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo.

## CRASHES

**(#29) The Ultimate Ride**
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

**(#63) Motocross Wipeout**
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo.

**(#66A) Crash and Burn III**
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

**(176A) Crash Impact II**
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video.

**(#179A) Bike Wars**
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

## MOVIES

**(#138) Easy Rider**
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

**(#139) The Wild One**
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

**(#140) On Any Sunday**
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

**(#181) Heavy Duty: 90 Years w/ H-D**
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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| ____ | #162C '92 AMA Nat'l MX Review @ 34.95 | _____ |
| ____ | #162D '93 AMA Nat'l MX Review @ 24.95 | _____ |
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| ____ | #303F '95 Anaheim Supercross @ 24.95 | _____ |
| ____ | #304F '95 San Diego Supercross @ 24.95 | _____ |
| ____ | #306F '95 Atlanta Supercross @ 24.95 | _____ |
| ____ | #307F '95 Indianapolis Supercross @ 24.95 | _____ |
| ____ | #308F '95 Charlotte Supercross @ 24.95 | _____ |
| ____ | #309F '95 Pontiac Supercross @ 24.95 | _____ |
| N/A | #310F '95 Minneapolis Supercross @ 24.95 | _____ |
| ____ | #311F '95 Dallas Supercross @ 24.95 | _____ |
| ____ | #312F '95 Seattle Supercross @ 24.95 | _____ |
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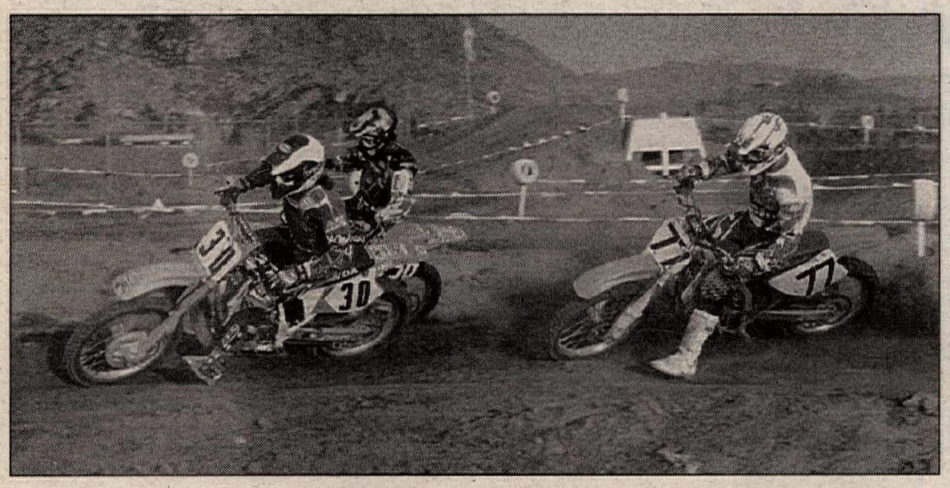

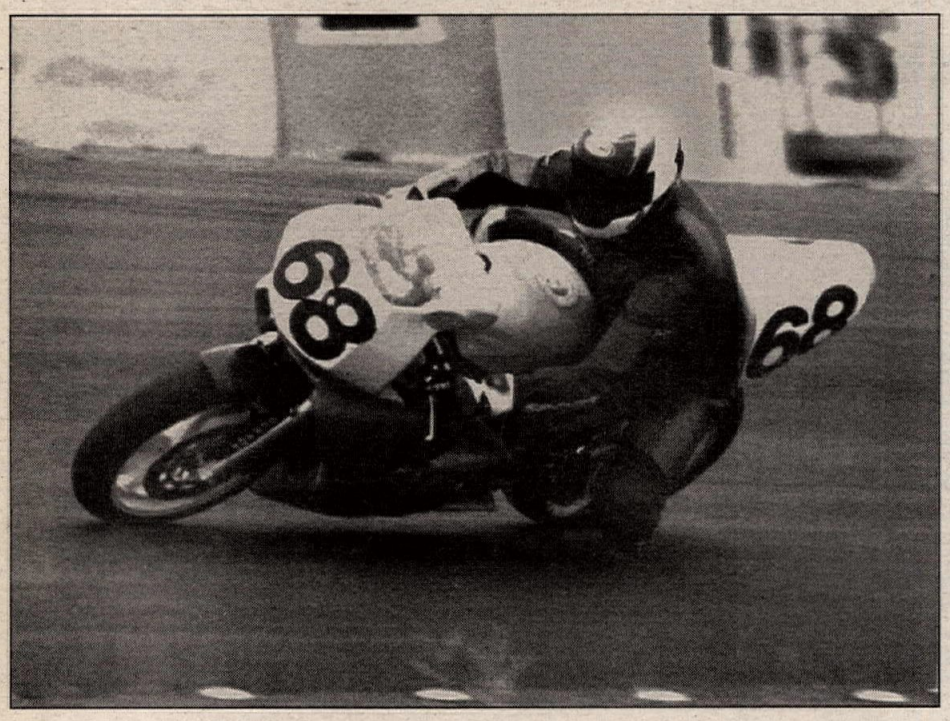

**(Top) 250cc Pro-class winner Craig Hofmeister (30), defends his position against Over 30-class winner Lee Ramage (77). (Below) Lance Holst (68) rode to a Formula Two victory at Willow Springs International Raceway.**

## Leivan victorious at Brush Busters Hare Scrambles

**By Michael Liechti**

COLLINS, MO, JUNE 25

Steve Leivan was the lead rider in the seventh round of the Missouri Hare Scrambles Series, the Brush Busters Hare Scramble in Collins, Missouri.

The Surdyke Yamaha/Pro Action Suspension/Motorcycle Stuff/Dunlop/Sprocket Specialist/RK Chain/Answer/Mike's Machine/Camelbak/Scott/Acerbis/Endura-backed Leivan came through with Leigh Letellier hot on his rear tire for first and second overall, respectively. Ken Yount was only two minutes behind to grab third with Chris Thiele less than a minute back for fourth.

Gary Pilant moved from fourth place on the first lap to finish first in the Four Stroke class. Kevin Boyle was less than a minute behind, finishing second. Chris Sloan finished about a minute behind Boyle for third with Mike Windmann less than 10 seconds behind for fourth. Greg Aytes finished fifth.

Mike Guffey took first in the Junior class with a two-minute lead over Chris Miller and Dustin Wisecup. Kevin Rix and Jesse Faulstich fought the rocks and mud to secure fourth and fifth, respectively.

### Results

O/A: 1. Steve Leivan (Yam); 2. Leigh Letellier (KTM); 3. Ken Yount (Yam); 4. Chris Thiele (Kaw); 5. Jeff Schneider (Yam).

AA/EX: 1. Steve Leivan (Yam); 2. Leigh Letellier (KTM); 3. Ken Yount (Yam); 4. Chris Thiele (Kaw); 5. Rusty Reynaud.

A/INT: 1. Jeff Schneider (Yam); 2. Jason Counts; 3. Dwayne Minch (Suz); 4. Mike Krutger (KTM); 5. Rick Tharoe.

OPEN: 1. Tanner England (Hon); 2. Brent Henry; 3. David Dillingham (KTM); 4. John Newberry (KTM); 5. Art Simmoneau (Hon).

250 B: 1. Aaron Shaw (Yam); 2. Jim Gilliland (KTM); 3. Casey Haynes: 4. David Gerbes (Yam); 5. Kevin Harman (Yam).

250 C: 1. Chris Goodall (Yam);: 2. Nathan Gladback (Yam); 3. Duane Rambo (TM); 4. Kevin Mathes; 5. Donnie Mathis (Hon).

200: 1. Gary Mittelberg (Kaw); 2. Steve Crews (Kaw); 3. Kevin Betts (Kaw); 4. Brian Selk; 5. Mike Ealer (Kaw).

125: Derek Zinchuck (Yam); 2. Brock Busenbark (Yam); 3. Jason Stegall (Yam); 4. Steve Bough; 5. Mike Liechti (Suz).

4-STRK: 1. Gary Pilant (Hon); 2. Kevin Boyle (Hbg); 3. Chris Sloan (Hbg); 4. Mike Windmann (Hus); 5. Greg Aytes;

SR: 1. Charles Thiele (Yam); 2. Everett Shinault (Hon); 3. Terry Brumley (Yam); 4. John Dometrarch; 5. Jimmy Jones (Kaw).

S/SR: 1. Larry Hayes (Hus); 2. Jim Letellier (KTM); 3. John Oller (Yam); 4. Bob Powers.

JR: 1. Mike Guffy (Yam); 2. Chris Miller (Kaw); 3. Dustin Wisecup (Yam); 4. Kevin Rix; 5. Jesse Faulstich (Kaw).

TRL RDR: 1. Rodney Lyman; 2. Thomas Kuehn; 3. Chris Teegarden (Yam); 4. Bob Fuersto; 5. Kerry Moore.

## Simonsen storms Castle Rock TT

**By Clay Light**

CASTLE ROCK, WA, JULY 14

J.P. Simonsen has spent nearly all season in the runner-up spot, but he finally scored the big win during AMA District 27 TT Expert-class action at the Castle Rock Fairgrounds.

Another local rider, Charlie Brown, did a great job of fending off Honda-mounted Simonsen in the first of two Expert qualifiers, much to the delight of the hometown fans. Troy Rose finished third to likewise take a direct transfer. Rex Fisher overcame a poor start to displace Del Schnitzer and Ron Waters for a win in heat two.

Brown got the jump on the 12-rider, 20-lap Expert final, followed by Simonsen, Waters, Fisher, and Eli Price. Fisher got around Waters to join Brown and Simonsen in a three-way battle for the lead. Brown went down on lap five, leaving the two National veterans to battle for the win.

At the midway point, Fisher dropped out due to mechanical problems, and Brown moved up a notch, as did Price, who placed a season-high third behind Simonsen and Brown. Simonsen, Brown, and Price are the only riders other than Dan Stanley to win an AMA Expert main event in the Northwest this season.

Kawasaki rider Pete Medcalf rode a spectacular race in the 250cc A main. Medcalf came from the rear at the start of the final and carved his way through the ranks, overtaking Honda rider Tom Prindville on the last lap for a win aboard his KX-based machine. Garry Roller finished third ahead of Todd Hagman.

### Results

EX: 1. J.P. Simonsen (Hon); 2. Charlie Brown (Rtx); 3. Eli Price (Rtx); 4. Del Schnitzer (Rtx); 5. Troy Rose (Rtx).

PRO AM: 1. Mark Patterson (Yam); 2. Josh Currey (Rtx); 3. Russ Lynch; 4. Mark Studebaker; 5. Frank Marker.

OPEN A: 1. Phil Prutsman (Kaw); 2. Rick Fox (Rtx); 3. Scott Seyferth.

250 A: 1. Pete Medcalf (Kaw): 2. Tom Prindville (Hon); 3. Garry Roller (Suz).

250 B: 1. Steve Arndy; 2. Bryon Dotson.

125 A: 1. Beau Brown (Kaw); 2. Kyle Bunn (Hon).

80 A: 1. Jake Holden (Hon); 2. Kyle Bunger (Hon); 3. Chris Waite (Hon).

80 B: 1. Anthony Kautz (Kaw); 2. Sean Light (Suz); 3. Nick McBride (Hon).

60 A: 1. Kevin Bunger (Kaw); 2. Chris Waite (Kaw); 3. Cody Thompson (Kaw).

50 MOD: 1. Tyler Goos; 2. Andy Fay; 3. Mark Studebaker.

50 SR: 1. Andy Fay; 2. T.J. Hagman; 3. Trevor Wharton.

50 JR: 1. Jon Niemi; 2. Dustin Prusczinski; 3. Doug Rochester.

TW: 1. Dick Slusher; 2. Willie Ward.

30+ OPEN: 1. Phil Prutsman; 2. Rick Burchett.

40+: 1. Vince Holt; 2. Dan Kirk; 3. Allan Morinville.

## Milosauljer Motors to victory at Starwest

**By David A. Procida**

MORENO VALLEY, CA, JULY 15

The last time Danny Milosauljer appeared at the Starwest Supercross Park, he decimated the competition, and this week, during round one of the Shoei Helmet Giveaway Series, he repeated the feat by running away with both motos.

Milosauljer grabbed the lead in the first moto, quickly speeding away from the pack in which Jason Beck was holding back the charge of Justin Gutierrez, Richard Wickham and the remainder of the Beginner-class racers.

Moto two saw Wickham's Suzuki literally jump out of the gate ahead of everyone and hold onto the holeshot through the double-horseshoe-shaped starting area.

On the second go-around, Milosauljer used the infield double-jump to catapult himself up and over Wickham for the lead. On the first lap alone, the Honda rider picked up four positions as Gutierrez got tangled up with another rider and went down. Once again, Milosauljer took the lead and ran away from everyone.

The top five finishers were Milosauljer, Wickham, Maxwell, Jameson, and Gutierrez, respectively.

On the Pee Wee track, Maxwell Pope, Washington and Steven Brewis swapped bragging rights by each taking an overall in the 50cc B classes. In the Stock B class, Chad Gores grabbed the holeshot and held off Sean Coleman for the entire race. In the second moto, Pope grabbed the holeshot and never looked back.

In the Modified B class, Brewis took the overall win.

### Results

Pee Wee Track

STK A: 1. Justin Workman (Yam).

STK B: 1. Maxwell Pope (LEM); 2. Steven Brewis (Yam); 3. Sean Coleman (KTM); 4. Michael Raines (Yam); 5. Brandon Million (KTM).

BEG STK (4-6): 1. Mike Preciado (KTM); 2. Travis Christensen (Yam); 3. David Hugh (LEM); 4. Cody Longenecker (KTM); 5. Gabriel Amparan (KTM).

BEG STK (7-8): 1. Mikal Overman (Yam); 2. Aaron Keister (Yam); 3. Casey Thompson (Yam).

MOD A: 1. Travis Christensen (Yam).

MOD B: 1. Steven Brewis (Yam); 2. Maxwell Pope (LEM); 3. Sean Borkenhagen (KTM); 4. Brandon Million (KTM); 5. Chad Gores.

STRTR (4-6): 1. Robert Damage (KTM); 2. Zac Clark (Yam); 3. Ryan Giordano (Yam); 4. Keifer Sunderland (Yam).

STRTR (7-8): 1. Travis Dugan (Yam); 2. Gregory Turner (Yam).

Supercross Track

5O STK: 1. Justin Workman (Yam).

5O MOD: 1. Jeff Loop (Yam).

60 (6-8): 1. Jeff Loop (Kaw).

60 (9-1 1): 1. Brian Burns (Kaw).

80-11: 1. Jake Stavana (Suz).

80 BEG: 1. Cody Krauss (Kaw); .1. Kane Jameson (Yam); 3. Chris Paulson (Yam); 4. Mark Smith (Yam); 5. Andy Swanson (Suz).

80 (14-16): 1. Danny Carlson (Yam); 2. Derek Lindsey (Hon).

125 BEG: 1. Danny Milosauljer (Yam); 2. Richard Wickham (Suz); 3. Justin Gutierrez (Yam); 4. Jeff Maxwell (Hon), 5. Jason Beck (Hon).

125 NOV: 1. Billy LaVorci (Hon); 2. Roy Pantoja (Yam).

125 INT: 1. Mike Cinqmars (Hon); 2. Matt Puccio (Kaw).

250 BEG: 1. Rick Chak (Hon); 2. Nick Paske (Kaw); 3. Mike Wagner (Hon); 4. David Letterman (Suz); Ron E. Malone (Hon).

250 NOV: 1. Felix Bendezu (Kaw).

25+ NOV: 1. John Turner (Suz); 2. John Pack (Yam).

25+ INT: 1. Joe Fernandez (Kaw).

250 PRO: 1. Craig Hofmeister (Hon).

30+ BEG: 1. John Pindard (Hon); 2. Tony Presto (Suz); 3. Craig Ansman (Kaw); 4. Jack Stavana (Hon); 5. Jim Holloman (Hon).

30+ NOV: 1. Mike Carr (Hon).

30+ INT: 1. Ronnie Braun (Hon).

30+ EXP: 1. Lee Ramage (Kaw).

40+ NOV: 1. Jim Beck (Kaw); 2. Jim Lavorci (Kaw).

## Haas rules at Variety Riders Hillclimb

**By Kevin Northrup**

OTTAWA, IL, JULY 9

Lloyd Haas took a brief break from D-17 hillclimb action, but served notice that he was back in action by winning both his amateur classes, posting the fast time of the day in the 500cc class and then winning the 750cc class and the two-stroke exhibition class.

Anthony DeHart increased his D-17 point lead by posting a convincing win on his CR80 well ahead of Josh Hovey, who took second.

In the 200cc class, Kelly Senn rode to a win in 3.40 seconds. Mark Goodman turned in a fast run for second, followed in third by Randy Covell.

Jason Northrup broke Brent Stewart's six-event 250cc class winning streak with an outstanding win, while Stewart grabbed second.

Northrup also won the 400cc class, but 500cc class action was a real dogfight with the top four riders finishing within four hundredths of a second. Lloyd Haas turned in top time of the day for the win, only two hundredths ahead of Marc Stamm.

Lloyd Haas blew away the competition in the 750cc class, and Craig Piatt took second.

Jim Fuller claimed his first Open-class win of the year, while Bobby Urnikis turned in a fine ride for second place.

Richard Fritz made his first D-17 appearance of the year count as he won the Senior Class. Bill Myers padded his point lead by earning second place, while Ron Senn made a rare 1995 appearance to finish third.

### Results

AUTO: 1. Nicholas Summers (Ita); 2. Derrick Dallman (Hon); 3. Allen Petty (Yam); 4. Justin Trent (Yam).

MINI: 1. Anthony DeHart (Hon); 2. Josh Hovey (Kaw); 3. Jackie Mason (Hon); 4. Billy Myers (Suz); 5. Cody Mason (Yam).

200: Kelly Senn (Kaw); 2. Mark Goodman (Hon); 3. Randy Covell (Kaw); 4. Dade Johnson (Hon); 5. Rich Matthews (Suz).

250: Jason Northrup (Suz); 2. Brent Stewart (Yam); 3. Roy Senaldi (Yam); 4. Jeff White (Hon); 5. Andy Fortner (Hon).

400: Jason Northrup (Yam); 2. Marc Stamm (Yam); 3. Roger Riddell (Yam); 4. Paul Hackbarth (Yam); 5. Mike Hovey (Yam).

500: Lloyd Haas (Hon); 2. Marc Stamm (Hon); 3. Jason Northrup (Hon); 4. Any Fortner (Hon); 5. John Scroggins (Hon).

750: Lloyd Haas (Kaw); 2. Craig Piatt (Yam); 3. Marc Stamm (Kaw); 4. Casey Rick (Suz); 5. Pat Sarver (Kaw).

OPEN: Jim Fuller (Kaw); 2. Robert Unikis (Kaw); 3. Jerrod Lindquist (Kaw); 4. Bill Myers (Tri); 5. John Hillard (H-D).

SR: 1. Richard Fritz (Yam); 2. Bill Myers (Tri); 3. Ronn Senn (Suz); 4. Gayle Jenkins (Hon); 5. Roger Hackbarth (Yam).

STK: 1. Doug Campbell (Kaw); 2. Lloyd Haas (ATK); 3. Brian Posner (Yam); 4. Randy Covell (Kaw).

## Holst, Graves grab victories

**By Eric Vincent**

ROSAMOND, CA, JULY 15-16

Chuck Graves rode to an easy victory in the Toyota Gold Cup Formula One race during the seventh round of Willow Springs Motorcycle Club activities at Willow Springs International Raceway.

It was Graves' second F-1 victory in a row and he dominated the race from the drop of the starter's flag, taking the holeshot off the line and remaining unchallenged for the duration of the race on his Suzuki GSXR1100.

Running second at the start was Curtis Adams followed by Frank Aragaki, but as Aragaki completed the first lap he came under pressure from Kent Kunitsugu, who drafted Aragaki down the front straight, pulled around him, and moved up into third.

Kunitsugu then began to close on Adams and mount a challenge for second place. Kunitsugu passed Adams more than once, only to be pushed back on the fast straights. At the line, Graves took the win with Adams in second and Kunitsugu third.

The first motorcycles off the line in the Formula Two race were those of Steve Teschke and Lance Holst. However, by turn three a charging Kunitsugu had threaded through the field and moved into the lead. Lance Holst moved into second position, and then began to close the gap on Kunitsugu during the third lap.

As the leaders started lap four, Holst drafted and passed Kunitsugu to take over the lead. At the finish, it was Holst with the win, followed by Kunitsugu in second and Clinton Whitehouse in third.

### Results

F-1: 1. Chuck Graves (Suz); 2. Curtis Adams (Suz); 3. Kent Kunitsugu (Yam); 4. John Hilton (Hon); 5. Clinton Whitehouse (Yam).

F-2: 1. Lance Holst (Hon); 2. Kent Kunitsugu (Yam); 3. Clinton Whitehouse (Yam); 4. Brian Garbellini (Yam); 5. Robbie Dowie (Hon).

F-3: 1. Joel Hermoso (Yam); 2. John Ulrich (Hon); 3. Patrick Klein (Hon); 4. Vicky Jackson-Bell (Hon); 5. Todd Iwata (Hon).

F-40: 1. John Hilton (Hon); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Douglas Newhouse (Hon); 5. Rick McGachey (Hon).

SOLO GTO: 1. John Hilton (Hon); 2. Paul Mumford (Kaw); 3. Jason Catching (Hon); 4. Craig Hole (Suz); 5. Chris Mencher (Duc).

SOLO GTU: 1. Steve Teschke (Hon); 2. Robbie Dowie (Hon); 3. Robert Yampolsky (Hon); 4. Kenny Canedo (Yam); 5. Robert Fletcher (Hon).

500 S/STK: 1. Mark Stoner (Yam); 2. Russel Tuck (Yam); 3. LaVaughn Montgomery (Yam); 4. Tim Ragan (Yam); 5. Keith Moore (Hon).

600 S/STK: 1. Robbie Dowie (Hon); 2. Lance Holst (Hon); 3. Kenny Canedo (Yam); 4. Billy LaFon (Hon); 5. John Stanley (Yam).

750 S/STK: 1. Curtis Adams (Suz); 2. Tommy Lynch (Suz); 3. Chuck Graves (Suz); 4. Dean Vincent (Yam); 5. Ben Welch (Yam).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Chuck Graves (Suz); 3. Gary Ricci (Suz); 4. Alex Florea (Suz); 5. Brian Robinson (Yam).

550 S/BK: 1. Walt Dorsch (W-R); 2. Kevin Johnson (W-R); 3. Brian Bernard (Yam); 4. Guy Celestre (Yam); 5. Mark Stoner (Yam)

650 S/BK: 1. Robbie Dowie (Hon); 2. David Campbell (Hon); 3. Steve Teschke (Hon); 4. John Stanley (Yam); 5. Lance Holst (Hon).

750 S/BK: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. John Hilton (Hon); 4. Jeffery Stern (Kaw); 5. Ben Welch (Kaw).

OPEN S/BK: 1. Brian Robinson (Yam); 2. Douglas Newhouse (Hon); 3. Sammy Zawahara (Hon); 4. Susan Zobler (Hon).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Guy Celestre (Yam); 3. Mark Stoner (Yam); 4. Eric Ratza (Suz); 5. Rocky Kabotsky (Yam).

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**(Top) Kenny Plass (178) leads Mike Rausch (137) and Joseph Bisbee (341) at the start of moto one in the 125cc Amateur class. (Left) Gary Thompson flew to a 250cc Novice-class overall victory in the CRC MX at Los Angeles County Speedway.**

600 MOD PROD: 1. Lance Holst (Hon); 2. Robbie Dowie (Hon); 3. David Campbell (Hon); 4. John Stanley (Yam); 5. Billy LaFon (Hon).

750 MOD PROD: 1. Tommy Lynch (Suz); 2. Ben Welch (Yam); 3. Paul Mumford (Kaw); 4. William Scott (Kaw); 5. John Ferdinand (Kaw).

OPEN MOD PROD: 1. Jeff Stern (Kaw); 2. Craig Hole (Suz); 3. Alex Florea (Suz); 4. Orlando Pablo (Suz); 5. Brian Robinson (Yam).

BOTT L/W: 1. Eric Ratza (Suz); 2. Jerry Jirkovsky (Kaw); 3. David Chowenhill (Kaw); 4. Reinaldo Ellin (Yam); 5. Robert Lewis (Yam).

BOTT M/W: 1. Larry Pasquale (Hon); 2. Mike Voelker (Hon); 3. Brian Rochlitzer (Hon); 4. Mick Ofield (Duc); 5. Gerry Tomoney (Hon).

BOTT H/W: 1. John Hilton (Hon); 2. Craig Cook (Duc); 3. Larry Schnur (Duc); 4. Chris Mencher (Duc); 5. Jeff Pepiot (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Eric Sherrer (Hon); 3. Mark Jarel (Hon); 4. Scott Fabbro (Nor); 5. Kevin Dowhower (Yam).

600 SGL: 1. Kevin Johnson (W-R); 2. Stuart Knigge (Yam); 3. Steve Hill (Yam); 4. Bryan Stanlow (Yam); 5. John Nielsen (Yam).

F-SGL: 1. Walt Dorsch (Hon); 2. Kevin Johnson (W-R); 3. Stuart Knigge (Yam); 4. Steve Hill (Yam); 5. Danny Farnsworth (Hon).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Scott MacAdam (Kaw); 4. John Dunham (Yam); 5. Larry Cochran (Hon).

SDCR: 1. Rick Murray (Kaw); 2. Peter Essaff (Kaw); 3. Edward Ramones (Hon); 4. Kenny Harrold (Kaw); 5. David Hersey (Hon).

500 NOV: 1. Josh Hagerman (Yam); 2. Jim Kesler (W-R); 3. Elliott Iverson (W-R); 4. Todd Chamberlin (Yam); 5. Art Ferdinand (Kaw).

650 NOV: 1. Lane Ingram (Kaw); 2. Kendall Berg (Suz); 3. James Dobson (Yam); 4. Shane Lawmaster (Hon); 5. Jason Milloy (Yam).

OPEN NOV: 1. Rex Merritt (Hon); 2. Jerry Barron (Yam); 3. Stanley Bates (Hon); 4. Maurice Noller (Hon); 5. Steve Poore (Yam).

NOV CHAL: 1. Gentry Carr (Yam); 2. Kerry Ward (Yam); 3. James Dobson (Yam); 4. Michael Ingold (Yam); 5. Jason Milloy (Yam).

## Tarwater, Thompson triumphant at CRC Motocross

**By Greg Robertson**

PALMDALE, CA, JULY 15

Kevin Tarwater and Gary Thompson claimed overall wins in the 125cc and 250cc Novice classes, respectively, during California Racing Club's Saturday-night motocross at Los Angeles County Raceway.

Chris Blanton was quickest out of the gate to lead Wes Dell, Victor Banuelos Jr. and Jason Clark in the first 125cc Novice moto. Tarwater gated poorly, but with only a lap completed he worked his way past both Banuelos and Dell and set out after leader Blanton. Blanton held his own to take the moto win as Tarwater tried too hard to find a way around and suffered numerous small bobbles in the last lap.

Blanton get another good start in round two, but this time Chris Honnold and Tarwater made it a great three-rider battle for the lead. Honnold got sideways in the LACR sand and lost momentum in a corner, allowing Blanton and Tarwater to get away. Tarwater hounded Blanton all the way to the white flag where Blanton mistakenly pulled off the track, thinking he had seen the checkered. Tarwater was handed the lead, the second moto win and overall honors. Blanton re-entered the race to finish second.

Gary Thompson was nothing short of awesome in the 250cc Novice class, nailing both holeshots and walking away from the field. Phil Zackrison and Bob Arens came out on the top of the final lap to secure second place.

Webb held off a great last-lap moto-two charge by both Arens and Zackrison to finish in second, but Arens' third place earned him second overall.

### Results

P/W B-2: 1. Doug Carter (KTM).

P/W B-1: 1. Dave Carter (Yam); 2. Bryce Terzian (KTM); 3. Scott Meiner (Yam); 4. Tylor Pineda (KTM); 5. Brandon McGuire (Yam).

60 BEG: 1. Matt Contreras (Kaw); 2. Gary Dorris (Kaw); 3. Dave Carter (Kaw); 4. Frankie Pineda (Kaw); 5. Michael Sumerall (Kaw).

60 (0-8): 1. Brett Mountain (Kaw); 2. Aron Boy Tomota (Kaw); 3. Cory Redenius (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Chris Nihan (Kaw); 3. Anthony Barbacovi (Kaw); 4. Vincent Rhoads (Kaw); 5. Nicholas Burson (Kaw).

80 BEG: 1. Chris Nihan (Yam); 2. Vincent Rhoads (Suz); 3. Blake Margheim (Suz); 4. J.C. Abbott (Kaw); 5. Kit Kunath (Yam).

80 (7-11): 1. Scott Howe (Suz); 2. Shane Smith (Suz); 3. Gerard Patin (Yam); 4. Douglas Judson (Kaw).

80 (12-13): 1. Chris Tocco (Suz); 2. Messhay Garcia (Yam); 3. Ryan Riess.

80 (14-16): 1. Jason Webb (Suz); 2. Chaz Smith (Yam); 3. Ezra Deering (Kaw).

125 NOV: 1. Kevin Tarwater (Suz); 2. Chris Blanton (Suz); 3. Jacob Machowsky (Hon); 4. Victor Banuelos Jr. (Hon); 5. Chris Honnold (Kaw).

125 INT: 1. Chris Neitzel (Suz); 2. Mike Collier (Kaw); 3. Bobby Hall (Hon); 4. Josh Ahern (Hon); 5. Clint Shepard (Suz).

PRO: 1. David Evilsizer (Suz); 2. Mark Easley (Yam); 3. D.J. Sweany (Suz); 4. Joel Tokarsky (Kaw); 5. Nick Mairose (Suz).

250 BEG: 1. Shawn McIntosh (Yam); 2. Terry Davis (Hon); 3. Eddie Laret (Suz); 4. Scott Piccininno (Hon); 5. Sean O'Keefe (Hon).

250 NOV: 1. Gary Thompson (Hon); 2. Bob Arens (Hon); 3. Tip Webb (ATK); 4. Phil Zackrison (Suz); 5. Mark Goelz (Hon).

250 INT: 1. Mike Harris (Suz).

JR VET BEG: 1. Sean O'Keefe (Hon); 2. Ron Gregg (Suz); 3. Garold Elston (Suz).

JR VET NOV: 1. James Jongkind (Hon); 2. John Knight (Hon); 3. Larry Page (Yam).

VET BEG: 1. Carl Legaspi (Kaw); 2. Carlos Quintana (Suz); 3. John Chapman (Yam); 4. Frank Pineda (Yam); 5. John Adams (Kaw).

VET NOV: 1. John Alexander (Hon); 2. Eric Fleming (Yam); 3. Tom Fry (Hon); 4. Harold Smith (KTM); 5. Bruce Tebo (Hon).

VET INT: 1. Don Biava (Hon).

VET EX: 1. Jon Zahrt (Yam); 2. Mark Horton (Yam); 3. Leo Saul (Yam).

OT NOV: 1. Don Meiner (Yam); 2. Dale Brockett (Hon); 3. John Craft (Kaw); 4. John Webb (Hon); 5. Bill Weltman (Hon).

OT AM: 1. Steve Barklow (Yam); 2. David Burson (Kaw); 3. Ruthann Renaux (Hon); 4. Charles Howell (Yam); 5. Sandbagger Bealer (Yam).

OT EX: 1. George Spearing (Hon); 2. Greg Williams (Hon); 3. Bob Sherred (Yam); 4. Keith Phillips (Kaw); 5. Jim Smith (ATK).

OT MSTR: 1. Jerome Gibson (Hon); 2. W.G. Wilson (Suz); 3. J.J. Harris (Suz); 4. Gregg Humber (Yam); 5. Gary Willison (Hon).

## Plass performs at Suffolk Meadows

**By Jim and Carolyn Simpson**

YAPHANK, NY, JULY 16

Claiming both holeshots and wire-to-wire moto wins, Kenny Plass was the top performer in the 125cc Amateur Class at Suffolk Meadows MX.

Plass kicked off moto one by nailing down the holeshot, then leading the pack through turn one. Joseph Bisbee, Mike Rausch, and James Williams chased Plass through the supercross section. In the back sand-bowl, Plass increased his lead advantage while Bisbee and Rausch heated up the second-place battle. Rausch made his move and got by Bisbee, and as the moto wound down the positions remained the same. Plass went on to score the first-moto win as Rausch claimed second place and Bisbee placed third. Plass was again the holeshot artist as he led the challengers through the first left-hander at the start of moto two. Bisbee, Williams, and Rausch started with a second-place shuffle behind Plass. Rausch was on the gas and quickly jumped ahead to secure the second-place position. Bisbee settled in the third-place slot as Williams trailed in fourth. With Plass running in front, Rausch started to close the lead advantage as Bisbee and Williams were waging their own battle in third. Plass wicked up his Long Island Kawasaki/Mom & Dad-supported KX to nab the second-moto and overall win. Oakdale Cycle and Marine-sponsored Rausch finished second on his Suzuki. The battle for third ended when Bisbee finished ahead of Williams.

### Results

P/W: 1. Brian Murphy (Yam); 2. Jami Vitale (Yam); 3. Derik Jahn (Hon); 4. Richy Cornetta (Yam); 5. Brian Camilleri (Hon).

(7-11) MINI: 1. Charles Ellis (Kaw); 2. Gregory Melita (Kaw); 3. Brian Murphy (Kaw); 4. Michael Blochly (Kaw); 5. Joey Merrill (Kaw).

JR MINI: 1. Ryan O'Malley (Kaw); 2. Charles Ellis (Hon); 3. Ryan Golding (Hon); 4. Ellio Pereira (Yam); 5. Raymond Camleri (Hon).

SR MINI: 1. Jeron Anthony (Kaw); 2. Christian Topping (Hon); 3. Kershel Anthony (Yam); 4. Denis Sorrentino (Suz); 5. Darren Meenan (Kaw).

125 NOV: 1. Frank Patinella (Kaw); 2. Mike Carrieri (Hon); 3. Richard Agostinelli (Suz); 4. Ronnie Rodriguez (Suz); 5. Toby Levine (Hon).

250 NOV: 1. Jim Pope (Hon); 2. Milton Acosta (Kaw); 3. Vincent Salamone (Kaw); 4. Thomas Sweeny (Kaw); 5. Don Cleary (Kaw).

125 AM: 1. Kenny Plass (Kaw); 2. Mike Rausch (Hon); 3. Joseph Bisbee (Suz); 4. James Williams (Suz); 5. John Mallgren (Kaw).

250 AM: 1. Joseph Bisbee (Suz); 2. Dan Anderson (Hon); 3. David Goldstein (Suz); 4. James Bove (Kaw).

OPEN AM: 1. David Goldstein (Suz); 2. Kenny Plass (Kaw); 3. Dan Anderson (Hon); 4. Phil McKee (Suz); 5. John Williams (Suz).

125 EX: 1. Jerry Seip (Suz); 2. Brian Berry (Hon); 3. John Franco (Kaw); 4. Eddie Hololob (Kaw).

250 EX: 1. Jerry Seip (Kaw); 2. Eddie Hololob (Kaw); 3. Richard Caccavano (Suz); 4. Joe Merrill (Hon).

VET AM: 1. Gregory Lemonides (Kaw); 2. Robert Jarvis (Hon); 3. Alan O'Brien (Hon); 4. Charles Prenn (Hon); 5. Frank Sinsino (Kaw).

S/SR: I. John Sanuth (Hon); 2. Dennis De Graff (Kaw); 3. Bederic Jetmar (Hon).

VET EX: 1. Jerry Seep (Kaw); 2. John Franco (Suz); 3. Rich Caccavano (Suz); 4. Joe Merrill (Hon); 5. Donald Murphy (Hon).

SCHBY: 1. Mike Rausch (Suz); 2. Thomas Golding (Yam).

25+: 1. Gregory Lemonides (Kaw); 2. Dan Anderson (Hon); 3. Russell Lombardo (Suz); 4. Paul Wertheimer (Hon).

25+ NOV: l. Milton Acosta (Kaw); 2. Ronnie Rodriguez (Suz); 3. Vincent Salamone (Kaw); 4. Richard Agostinelli (Suz); 5.Tony Pirone (Kaw).

## Margheim tops minis at Fairgrounds Motocross

**By Greg Robertson**

LANCASTER, CA, JULY 14

Yamaha YZ80-mounted Blake Margheim proved that you don't have to be the fastest rider on the track, just the most consistent, as he topped the 80cc Beginner ranks without winning either moto.

Margheim started things off in his favor by grabbing the holeshot in moto one, only to get passed by Chris Elliott at the end of lap one. Elliott slowly pulled away from Margheim to win the moto by a comfortable margin.

Elliott got the jump on the field in moto two as Margheim tangled with another rider and ended up on the ground 20 feet out of the starting gate. Lap two saw Elliott crash and hand the lead to Baldwin, who had his hands full with Deuce Rutledge. Rutledge was faster through a long whoop section and took the lead with a lap remaining. Rutledge held on to win moto two, but it was the great come-from-behind second-place finish of Riders Choice/Dog Tag/Nationwide Cycle/Dead End Concepts-sponsored Margheim that took the overall honors.

Colby Peck held off George La Monte to take the 125cc Beginner first-moto win.

Peck was a no-show for moto two, giving La Monte the easy win and overall. Ford picked up the second-place trophy.

Ito Posca smoked the competition in both 125cc motos. Michael Young used 4-2 finishes for second overall against a field of larger machines, and Jason Fonseca topped Jeremy Chaussee for third overall.

Michael Brandes put on an aerial show for the spectators on the way to a four-moto sweep of the 125cc and 250cc Pro classes.

### Results

P/W B-2: 1. Dustin Delucia (Yam); 2. Wes Hicks (Yam); 3. Tye Hames (Yam); 4. Tyler White (Yam); 5. Wesley Parrish.

P/W B-1: 1. Bryce Terzian (KTM); 2. Max Pope (KTM).

P/W A: 1. Ryan Roybal (KTM); 2. Ricky Hemme (Yam); 3. J.J. Noone (KTM); 4. Charles Messer (Yam).

60 BEG: 1. Cory Redenius (Kaw); 2. Michael Epstein (Kaw).

60 (0-8): 1. Ricky Hemme (Kaw); 2. Ryan Roybal (Kaw); 3. J.J. Noone (KTM).

60 (9-11): 1. Scott Howe (Kaw).

80 BEG: 1. Blake Margheim (Yam); 2. Deuce Rutledge (Yam); 3. Cory Baldwin (Kaw); 4. David McManus (Hon); 5. Chris Elliott (Kaw).

80 (0-11): 1. Scott Howe (Suz); 2. Gerard Patin (Yam).

80 (12-16): 1. Michael Young (Hon); 2. D.J. Priputen (Yam).

125 BEG: 1. George La Monte (Suz); 2. Todd Ford (Kaw); 3. Chris Pederson (Yam); 4. Chad Neal (Kaw); 5. Sean Crane (Suz).

125 NOV: 1. Ito Posca (Kaw); 2. Michael Young (Hon); 3. Jason Fonseca (Suz); 4. Jeremy Chaussee (Kaw); 5. Mike Gibson (Hon).

125 INT: 1. Chris Neitzel (Suz); 2. Josh Ahern (Hon).

125 PRO: 1. Michael Brandes (Kaw); 2. Tony Sulek (Suz); 3. Jason Melton (Kaw).

250 BEG: 1. Graham Howell (Hon); 2. Rich Rungaitis (Suz); 3. Sean Trottier (Yam); 4. Shawn Tapola (Hon).

250 NOV: 1. Matt Bryan (Kaw).

250 PRO: 1. Michael Brandes (Kaw); 2. Mark Easley (Yam); 3. Ryan Carlisle (Yam); 4. Turtle Wikoff (Kaw); 5. Tony Sulek (Yam).

500 BEG: 1. Jeff White (Hon); 2. Brian Palmer (Kaw); 3. Brian Tubbert (Hon).

JR VET BEG: 1. Dallas Coulter (Hon); 2. Donnie Pimes (Kaw); 3. Todd Ford (Kaw); 4. Steve Lamb (Yam); 5. Larry Page (Yam).

JR VET NOV: 1. Mike Johnson (Suz); 2. Steve Hill (Kaw).

VET BEG: 1. Scott Hurd (Hon); 2. Mark Ausnow (Kaw); 3. Larry Hipp (Mai); 4. John Chapman; 5. Tim Damon (Hon).

VET NOV: 1. Hammerin' Harold Smith (Suz); 2. Peter Terracciano (Kaw); 3. Gabe Mendez (Hon); 4. Cameron Moore (Hon); 5. David Fajardo (Yam).

VET INT: 1. Steve Williams (Hon); 2. Randy Wilkins (Suz).

VET EX: 1. Jon Zahrt (Yam); 2. Darren Elliott (Hon).

## Gaherty rules Heartland Park Road Race

**By Bob Applegate**

TOPEKA, KS, JULY 15-16

Local racer Michael Gaherty won seven of eight races entered at round two of the Championship Cup Series Great Plains event at Heartland Park in Topeka.

The Honda 600-mounted rider kicked off his weekend on a down note, crashing in the tricky turn 14 while leading GTU, handing the win over to Paul Mason, who later crashed in the same turn as Gaherty. But Gaherty bounced back in GTO taking the win from the pole, outriding several 750s and 900s on his way to the checkered flag.

Another hot local, John Layton rounded out Saturday's events with double wins, taking the checkered in both Lightweight Supersport and Lightweight Supertwins classes, winning both races from the pole while leading every lap. Layton wrapped up his Lightweight sweep with the win in the Superbike contest on Sunday.

Sunday proved to be Gaherty's day on Heartland Park's 2.5-mile, 14-turn course. A sports car race the previous weekend coupled with high temperatures made the track surface tricky for two-wheeled action.

"The track was really slick Sunday and has gotten kind of bumpy," said Gaherty.

After Ken Krebs led the Unlimited Supersport battle early, Gaherty took the point and never looked back, earning his first win of Sunday. Krebs was later vindicated with a win in the Middleweight GP feature.

Amateur Honda Hawk rider Pat Finn proved himself to be the best of the day in the Heavyweight Twins battle, with a last-lap, last-turn pass on John Layton for the win. Finn doubled with a win in Lightweight Twins as well.

The rest of Sunday afternoon's program was Michael Gaherty's. He won six races on his Dell's Honda/Competitive Edge Racing/Michelin/Walt Schaefer/Tsubaki/Sharkskinz-sponsored CBR600, all on the same set of tires.

Gaherty wasn't completely uncontested as Shane Clarke gave him a run for his money in the Unlimited GP. Clarke, who changed from Honda to Kawasaki in '95, jumped out to an early lead on his ZX6. Clarke wrestled a less-than-excellent-handling Kawasaki until Gaherty got by on lap six of eight for the win and the majority of the $750 in the CCS purse.

### Results

AM SPTSMN: 1. Brian Jupe (Kaw); 2. Jon Wilson (Kaw); 3. Richard Wessel (Kaw); 4. Dan Matt (Kaw); 5. Steve Hasemeyer (Yam).

EX SPTSMN: 1. Dave Rosno (Hon); 2. Mark Bernal (Kaw).

AM SOLO GTU: 1. Brian Salazar (Hon); 2. Greg Bender (Yam); 3. Martin Sims (Yam); 4. Ken Woestman (Yam); 5. James Jessen (Yam).

EX SOLO GTU: 1. Paul Mason (Kaw); 2. Ken Krebs (Kaw); 3. Michael Gaherty (Hon); 4. Robert Thomas (Yam); 5. Kevin Brown (Hon).

AM SOLO GTO: 1. Michael Kirschbaum (Yam); 2. Dan Fogarty (Kaw); 3. Jeffrey Purk (Hon); 4. Scott Ackerman (Hon); 5. Ken Woestman (Yam).

EX SOLO GTO: 1. Michael Gaherty (Hon); 2. Cam Douglas (Suz); 3. Myron Groaning (Suz); 4. Darnell Dorsey (Kaw); 5. Ken Krebs (Kaw).

AM L/W GP: 1. Greg Bender (Yam); 2. Dwight Orr (Yam); 3. Jason Shaw (Yam); 4. Richard Wessel (Kaw); 5. Robert Powers (Hon).

EX L/W GP: 1. Chris Reed (Yam).

AM M/W GP: 1. Jeffrey Purk (Hon); 2. Ken Woestman (Yam); 3. Todd Smith (Hon); 4. Greg Bender (Yam); 5. Kenneth Rickel (Hon).

EX M/W GP 1. Ken Krebs (Kaw); 2. Dave Rosno (Hon); 3. Roger Hamilton (Yam); 4. Gordon Lunde (Hon); 5. James Floyd (Hon).

U/L GP: 1. Michael Gaherty (Hon); 2. Shane Clarke (Kaw); 3. Myron Groaning (Suz); 4. Ken Krebs (Kaw); 5. Louis Glass (Hon).

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### AUGUST 1995 SCHEDULE ON ESPN

| | Original Show Telecast | | | Repeat Telecast | |
|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | |
| Sunday | 8/6 | 2:00-2:30am | & Monday | 8/7 | 5:00-5:30pm |
| Sunday | 8/13 | 3:00-3:30am | & Tuesday | 8/15 | 5:00-5:30pm |
| Sunday | 8/20 | 3:00-3:30am | & Wednesday | 8/23 | 5:00-5:30pm |
| Sunday | 8/27 | 2:30-3:00am | & Monday | 8/28 | 5:00-5:30pm |
| **PACIFIC TIME** | | | | | |
| Saturday | 8/5 | 11:00-11:30pm | & Monday | 8/7 | 2:30-3:00pm |
| Saturday | 8/13 | 12:00-12:30am | & Tuesday | 8/15 | 2:00-2:30pm |
| Saturday | 8/19 | 11:30-12:00am | & Wednesday | 8/23 | 2:00-2:30pm |
| Saturday | 8/26 | 11:30-12:00am | & Monday | 8/28 | 2:00-2:30pm |

### AUGUST 1995 REPEAT SCHEDULE ON ESPN2

| | EASTERN TIME | | | PACIFIC TIME | |
|---|---|---|---|---|---|
| Saturday | 8/5 | 7:00-7:30am | & Saturday | 8/5 | 4:00-4:30am |
| | 8/5 | 6:30-7:00pm | & | 8/5 | 3:30-4:00pm |
| Saturday | 8/12 | 7:00-7:30am | & Saturday | 8/12 | 4:00-4:30am |
| Saturday | 8/19 | 7:00-7:30am | & Saturday | 8/19 | 4:00-4:30am |
| Saturday | 8/26 | 7:00-7:30am | & Saturday | 8/26 | 4:00-4:30am |

*The dog days of Motocross are upon us, and with Millville and Washougal ahead, Jeremy McGrath is red-lining toward his first ever outdoor title.*

*Same story–different track. The unofficial countdown is on as Honda's Miguel DuHamel edges closer to Wayne Rainey's record six in a row Superbike wins.*

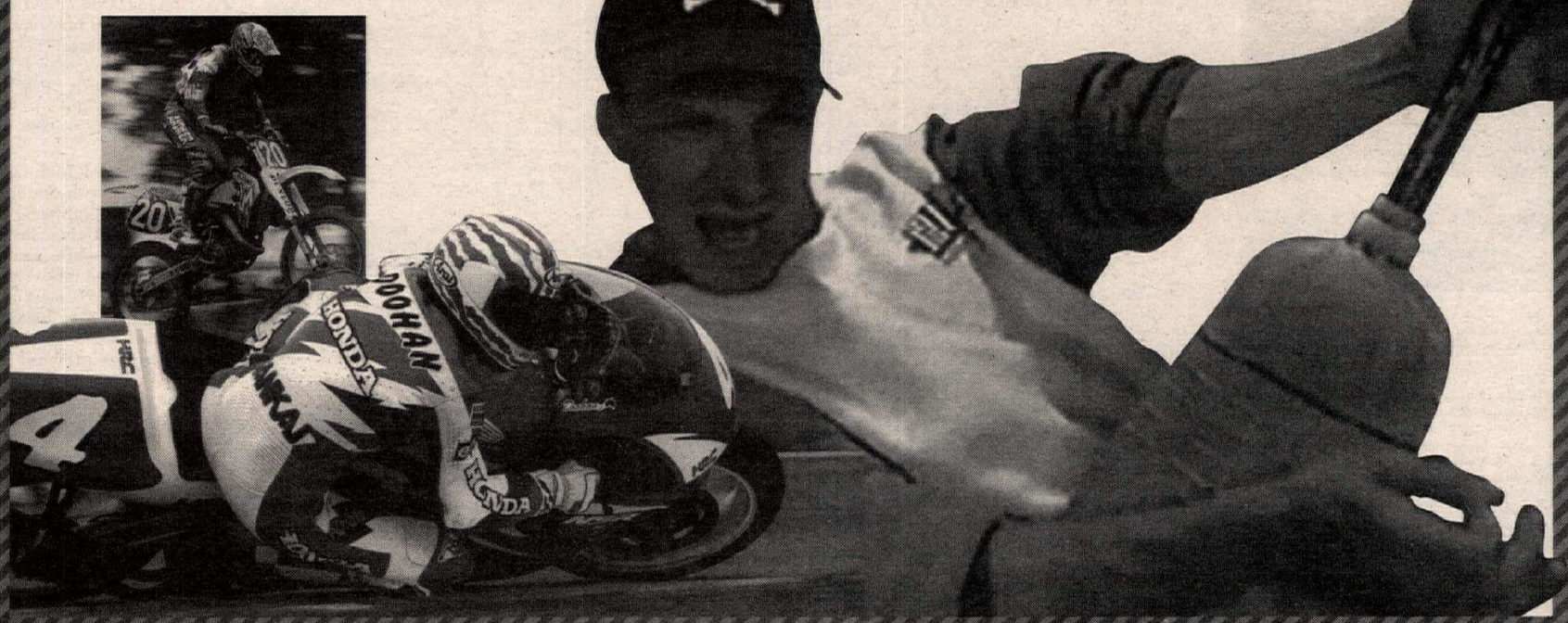
*Join MotoWorld in August for more on these stories and highlights from the Nevada Rally and the Loretta Lynn Amateur Motocross.*

*Italy, beautiful women, sunny beaches–and twelve hours of eating sand behind the gear-grinding host of MW2! Talk about a hard-core enduro, man.*

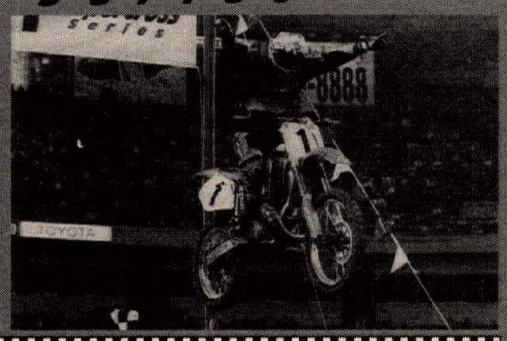
*Next, the big guy's in action at the World Superbike round from Laguna Seca. They're all going to be there–Fogarty, Edwards, Corser, Slight, Bernardo–everybody!*

### AUGUST 1995 SCHEDULE ON ESPN2

| | Original Show Telecast | | | Repeat Telecast | |
|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | |
| | | | Tuesday | 8/1 | 3:00-3:30am |
| Sunday | 8/6 | 12:30-1:00pm | & Monday | 8/14 | 3:00-3:30am |
| Sunday | 8/20 | 4:30-5:00pm | & Monday | 8/28 | 3:00-3:30am |
| **PACIFIC TIME** | | | | | |
| | | | Tuesday | 8/1 | 12:00-12:30am |
| Sunday | 8/6 | 9:30-10:00am | & Monday | 8/14 | 12:00-12:30am |
| Sunday | 8/20 | 1:30-2:00pm | & Monday | 8/28 | 12:00-12:30am |




## U.S. Supercross Series



### AUGUST 1995 SCHEDULE ON ESPN

| | | | | | |
|---|---|---|---|---|---|
| | EASTERN TIME | | | PACIFIC TIME | |
| Charlotte, NC | Mon | 8/14 | 10:30-11:30pm | & Mon 8/14 | 7:30-8:30pm |
| Irving, TX | Mon | 8/28 | 11:00-12:00am | & Mon 8/28 | 8:00-9:00pm |

## AMA Motocross Series

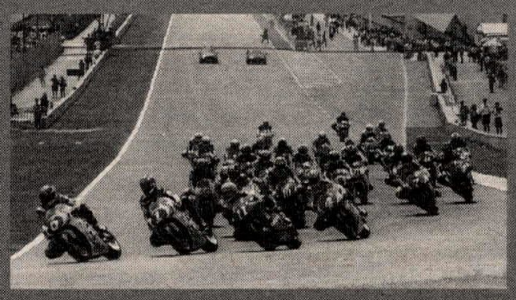
### AUGUST 1995 SCHEDULE ON ESPN

| | | | | | |
|---|---|---|---|---|---|
| | EASTERN TIME | | | PACIFIC TIME | |
| Buchanon, MI | Thur | 8/3 | 4:30-5:30am | & Thur 8/3 | 1:30-2:30am |
| Troy, OH | Sun | 8/13 | 4:00-5:00pm | & Sun 8/13 | 1:00-2:00pm |
| New Berlin, NY | Sat | 8/19 | 2:00-3:00pm | & Sat 8/19 | 11:00-12:00pm |

### AUGUST 1995 SCHEDULE ON ESPN2

| | | | | | |
|---|---|---|---|---|---|
| | EASTERN TIME | | | PACIFIC TIME | |
| Troy, OH | Sun | 8/6 | 10:30-11:30pm | & Sun 8/6 | 7:30-8:30pm |
| New Berlin, NY | Sat | 8/26 | 11:00-12:00am | & Sat 8/26 | 8:00-9:00pm |
| | Sun | 8/27 | 3:00-4:00am | & Sun 8/27 | 12:00-1:00am |
| Millville, MN | Mon | 8/28 | 8:00-9:00pm | & Mon 8/28 | 5:00-6:00pm |
| | Tues | 8/29 | 2:00-3:00pm | & Tues 8/29 | 11:00-12:00pm |

## World Grand Prix Series



### AUGUST 1995 SCHEDULE ON ESPN

| | | | | | |
|---|---|---|---|---|---|
| | EASTERN TIME | | | PACIFIC TIME | |
| GP of France | Sun | 8/6 | 12:30-1:30pm | & Sun 8/6 | 9:30-10:30am |
| GP of Great Britain | Fri | 8/11 | 12:30-1:30am | & Thu 8/10 | 9:30-10:30pm |

### AUGUST 1995 SCHEDULE ON ESPN2

| | | | | | |
|---|---|---|---|---|---|
| | EASTERN TIME | | | PACIFIC TIME | |
| GP of Great Britain | Sat | 8/5 | 7:00-8:00pm | & Sat 8/5 | 4:00-5:00pm |

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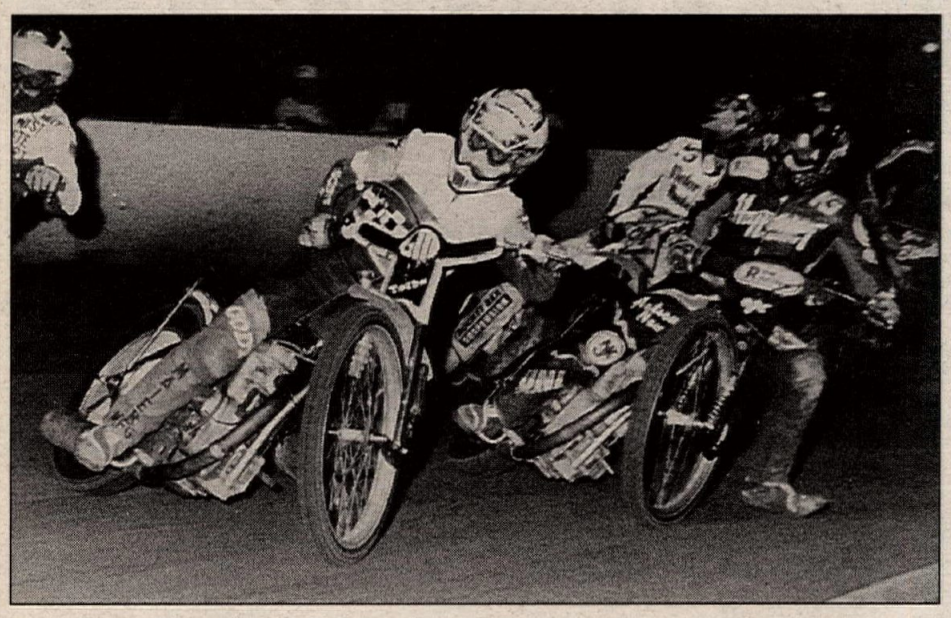

**(Top) Jim Estes was once again dialed into the big track at Glen Helen Speedway as he bagged the Scratch main event. (Left) Mitch Reichardt negotiates a rock at the PITS Tooth Fairy Trial. Reichardt earned a runner-up finish in the Expert class.**

AM L/W SS: 1. Dwight Orr (Yam); 2. Timothy Anstead (Yam); 3. Richard Wessel (Kaw); 4. Tony Kerr (Hon); 5. Shawn Morse (Yam).

AM M/W SS: 1. Jeffrey Purk (Hon); 2. Nathan Fogarty (Hon); 3. James Jessen (Yam); 4. Eric Lange (Kaw); 5. Matt Gerard (Hon).

AM H/W SS: 1. Michael Kirschbaum (Yam); 2. Dan Fogarty (Kaw); 3. Nathan Fogarty (Hon); 4. Mark Heinen (Suz); 5. Robin Roberts (Kaw).

EX L/W SS: 1. John Layton (Yam); 2. Bradley Reynolds (Yam); 3. Kuntae Kim (Yam).

EX /W SS: 1. Michael Gaherty (Hon); 2. Paul Mason (Kaw); 3. Shane Clarke (Kaw); 4. Ken Krebs (Kaw); 5. Darnell Dorsey (Kaw).

EX H/W SS: 1. Michael Gaherty (Hon); 2. Paul Mason (Kaw); 3. Cam Douglas (Suz); 4. Myron Groaning (Suz); 5. Darnell Dorsey (Kaw).

U/L SS: 1. Michael Gaherty (Hon); 2. Myron Groaning (Suz); 3. Ken Krebs (Kaw); 4. Cam Douglas (Suz); 5. James Floyd (Hon).

AM L/W S/BK: 1. Brian Jupe (Kaw); 2. John Fischer (Kaw); 3. Dwight Orr (Yam); 4. Timothy Anstead (Yam); 5. Tony Kerr (Hon).

EX L/W S/BK: 1. John Layton (Yam); 2. Bradley Reynolds (Yam); 3. Mark Bernal (Kaw); 4. Chris Reed (Yam).

AM M/W S/BK: 1. Jeffrey Purk (Hon); 2. James Jessen (Yam); 3. Todd Smith (Hon); 4. Eric Lange (Kaw); 5. David Gunther (Hon).

EX M/W S/BK: 1. Michael Gaherty (Hon); 2. Paul Mason (Kaw); 3. Ken Krebs (Kaw); 4. Gordon Lunde (Hon); 5. Robert Thomas (Yam).

AM H/W S/BK: 1. Michael Kirschbaum (Yam); 2. Arthur Holthues (Kaw); 3. Robin Roberts (Kaw); 4. Jeffrey Purk (Hon); 5. Nathan Fogarty (Hon).

EX H/W S/BK: 1. Michael Gaherty (Hon); 2. Paul Mason (Kaw); 3. Ken Krebs (Kaw); 4. Myron Groaning (Suz); 5. Darnell Dorsey (Kaw).

AM 125 GP: 1. Darnell Sparks (Yam).

EX 125 GP: 1. Roger Hamilton (Yam).

EX U.S. TW: 1. Darvin Loyd (H-D).

AM L/W S/TW: 1 Patrick Finn (Hon); 2. John Hoppers (Hon); 3. Brian Jupe (Kaw); 4. Jon Wilson (Kaw); 5. Jim Dominique (Hon).

EX L/W S/TW: 1. John Layton (Hon); 2. Darvin Loyd (H-D); 3. Mark Bernal (Kaw).

AM H/W S/TW: 1. Patrick Finn (Hon); 2. Scott Carey (Duc); 3. John Hoppers (Duc); 4. Jim Dominique (Hon); 5. Dan Matt (Kaw).

EX H/W S/TW: 1. John Layton (Hon); 2. Darvin Loyd (H-D).

## Estes again at Glen Helen Speedway

**By Michael Maher**

With the Orange County Fair closing down Costa Mesa Speedway for a couple of weeks, Glen Helen Speedway had an abundance of riders for its Friday-night program, but in the end, a familiar name was back at the top as Jim Estes again won the Scratch main event.

After a frightening-looking crash involving Estes and Walt Farnum, in which Farnum's bike took to the air, the entire field made the restart. Jessee Finch took the lead at the start, but Estes soon moved into first and stayed there. Finch settled down into second despite John Aden's best efforts, but Aden's attempts to use the outside line backfired, and the Cody/Maier-backed Estes took the win over Finch and Farnum while Aden, after running as high as second, dropped back to fourth. Jerry Black was fifth.

The Handicap main also had to be restarted after a crash, with Steve Donovan's resulting clutch problems causing some comical moments as his inability to engage the clutch left him riding around in circles on the starting line until the tapes went up and he was able to go. Randy Beddow took command early but behind him the pack was shuffling positions with Paul Colston moving into second and challenging Beddow for the lead. Beddow held on and captured the win over Colston, Jake Zemke, Farnum, Dustin Evans, Rick Pearce, Donovan and Jeremy Aden, who crashed out.

The Scratch B main belonged to Pearce as he made an outside pass of Donovan and Joe Erhardt to move into the lead and then held the other two at bay to take victory over Erhardt and Donovan while Tom Wetzel scored a narrow Support-main victory over Mike Reed and John Defries, who collided after crossing the line. Rick Seip and Cory Lossier followed across the line. Craig DePhillippi broke down and failed to finish.

In the Sidecar main, National Champions Dirk Gardner and Doug Lynch led all the way with Rick and Kevin Rogers second. In the Junior division, usual favorites Jimmy Fishback, Ryan Fisher and Michael Hull were all eliminated in bad crashes in their heat races, leaving only Travis MacDonald and Billy Janniro for the First Division main event. It turned out that they were all that was needed for a great main event as the two battled tooth and nail for the entire race before MacDonald pulled out a slight lead on the last corner and beat Janniro to the finish line.

**Results**

SCRATCH: 1. Jim Estes; 2. Jessee Finch; 3. Walt Farnum; 4. John Aden; 5. Jerry Black.

HDCP: 1. Randy Beddow; 2. Paul Colston; 3. Jake Zemke; 4. Walt Farnum; 5. Dustin Evans.

SCRATCH B: 1. Rick Pearce; 2. Joe Erhardt; 3. Steve Donovan; 4. Stan Galvez (DNS).

SUP: 1. Tom Wetzel; 2. Mike Reed; 3. John Defries; 4.Rick Seip; 5. Cory Lossier.

SDCAR: 1. Dirk Gardner/Doug Lynch; 2. Kevin Rogers/Rick Rogers; 3. Robert Virza/John Albright; 4. Alan Hall/Scott Cordova; 5. Dan Lamoureux/Dirk Votaw.

JR D-1: 1. Travis MacDonald; 2. Billy Janniro.

JR D-2: 1. Josh O'Neal, 2. Joey Draper, 3. Robert Levandoski, 4. Patrick Donovan.

JR D-3: 1. Jesse Little; 2. Galina Miller.

## Tooth Fairy Trial brings Neilson a win

**By Dena Erwin**

LA PORTE, CA, JULY 15-16

Dan Neilson blasted away his competition by winning the Amateur division at the Sacramento PITS Tooth Fairy Class A Trial near LaPorte, a trial aptly named by the dentist who organizes the event.

The only rider who came close to Neilson's low 26 points was Senior Amateur winner Steve Erwin with 31 points. Although in different classes, they ride the same line.

Senior Sportsman A competitor Ken Marecak rode to victory with a low six-point day, and former speedway rider Kevin Cullen returned to trials on his new Gas Gas to triumph in the Sportsman A class.

The Experts had the closest competition of the day, with Neil Belvoir edging out high schooler Mitch Reichardt by a single dab. Gas Gas-mounted Harold Eigenman went to the top of the Novice class with an 18-point ride.

Saturday's Vintage/Beginner trial was the PITS first-ever event organized by female riders - teenagers Becky Gansberger and Joann Galbreath. Riders were impressed with the girls' efforts. Junior Advanced rider Andy Johnson won his class, while Chuck Coleman beat the rest of the large Modern Bike Advanced class by a margin of 16 points.

**Results**

**Saturday**

JR ADV: 1. Andy Johnson (Mon); 2. Greg Erwin (Yam).

JR INT: 1. Nick Rasmussen (Yam); 2. Tara Oswald (Ami).

JR BEG: 1. Owen Wright (Yam).

MOD BK-1: 1. Tom Cullen (G-G); 2. Rob Tufford (G-G).

MOD BK-2: 1. Chuck Coleman (Apr); 2. Tim DeMartile; 3. Phillipe Geslin (Mon); 4. Harold Eigenman (G-G); 5. Paul Reichardt (Apr).

MOD BK-3: 1. Bret Lancaster (Apr); 2. Ladona Willis (Bet).

PREM H/W MSTR: 1. Derek Belvoir (Vel).

PREM L/W ADV: 1. Jimmie Johnson (Tri).

MDRN CLSSC-1: 1. John Moore (Suz); 2. Ken Marecak (Hon).

MDRN CLSSC-2: 1. Shawn Freiling (Yam); 2. Ben Mies (Kaw); 3. Tom Rawson (Bul); 4. Kim Proctor (Tri); 5. Vern Crawford (Yam).

MDRN CLSSC-3: 1. Denise Stanley (Yam).

**Sunday**

SPTSMN A: 1. Kevin Cullen (G-G); 2. Leland Mason (Hon); 3. Lori Dana (Yam); 4. Craig Larson (Mon).

SR SPTSMN A: 1. Ken Marecak (Hon); 2. Steve Muscatell (Mon); 3. Bert Fulwider (Yam); 4. Waldo Weir (Fan); 5. Rob Tufford (G-G).

SR SPTSMN B: 1. Steve Kusanovich (Bet).

SPTSMN B: 1. Lori Booth (Yam).

MSTR: 1. Kenny Leduc (G-G).

EX: 1. Neil Belvoir (Fan); 2. Mitch Reichardt (Fan); 3. Howard Galbreath (Bet); 4. Tony Leduc (G-G).

INT: 1. Barry Lowery (G-G); 2. Kevin Flaherty (Fan); 3. Jeff Wright (Apr).

SR AM: 1. Steve Erwin (Mon); 2. John Husmann (Fan); 3. Bill Flewelling (G-G).

AM: 1. Dan Neilson (Apr); 2. Tim Fergon (Apr); 3. Rocky Robinson (G-G); 4. Greg Muscatell (Bet); 5. Tony Sigala (Bet).

NOV: 1. Harold Eigenman (G-G); 2. Shawn Poole (Bet); 3. Mike Willis (Bet); 4. Eric Murray (Bet).

## Schnitzers rule at Rainier ST

**By Clay Light**

RAINIER, WA, JULY 22

Del Schnitzer's win in the Professional class came as no surprise during the AMA District 27 1/8th-mile flat track at Rainier Bowl; Schnitzer breezed to a rout of the evening's race action.

But it was somewhat of a surprise that Schnitzer's son, Brenton Schnitzer, in his first-ever race, carted away a win in the Pee Wee class.

"We wanted Brenton not to race until he was six," said the elder Schnitzer. "But I told my wife I thought he's ready, and I was right."

After trailing Roby Haycock on the opening lap of the Pee Wee A main, Brenton Schnitzer blazed to the head of the pack and was never challenged for the win in the 10-rider final.

Nathan Wharton sat on the pole position in the 80cc A main after winning his heat race, but Suzuki rider Sean Light bolted to the head of the pack at the wave of "Bouncin' Bob" Malley's flag. The Oregon rider's lead, though, would only last a lap as local Honda riders Wharton and Sam Rivers motored past him. Wharton went on to a slim lead while Rivers and Light's battle went to the finish. Rivers won out by a wheel, while Light, Nicky McBride and Brad Smith filled out the top five.

Del Schnitzer put his Rotax out front in the Pro main event, and just like in his heat race, the veteran Expert flat ran away with the 20-lap final for the lion's share of the purse. Second was up for grabs the entire race. Pro-Am riders Frank Marker and Kerry Kiser and Expert Richard Wall waged a battle for second that went Kiser's way.

David Darst won out in the popular Speedway class. Darst held off Canadian Jan Jensen and Seth Church, who was the early leader but ran into problems and finished third ahead of Pat Hafey and David Cobb.

**Results**

PRO: 1. Del Schnitzer (Rtx); 2. Kerry Kiser (Hon); 3. Frank Marker (Yam); 4. Richard Wall.

OPEN A: 1. Mike Ehrenheim; 2. Dan Kimbel; 3. Eddie Honer; 4. Doug Annen; 5. Allan Wilson.

250 A: 1. Billy Hagman; 2. Jami Farrow; 3. James Kiser; 4. Robert Rosie; 5. Doug Annen.

30+ 250: 1. Rick Hill; 2. Robert Rosie; 3. Ted LaValle.

40+: 1. Tom Simpson; 2. Mike Colyar; 3. Bill Ausbun.

30+: 1. Dan Kimbel; 2. Mike Ehrenheim; 3. John Parrish; 4. Bill Ausbun; 5. Pat Ehrenheim.

250 B: 1. Todd Hill; 2. Ted LaVelle; 3. Doug Anderson.

125 A: 1. Chase Gilbert; 2. Tyler Powell.

80 A: 1. Nathan Wharton; 2. Sam Rivers; 3. Sean Light; 4. Nicky McBride; 5. Brad Smith.

60 A: 1. Kyle Ragsdale; 2. Nick Sellers; 3. Tyler Wharton; 4. Tyler Goos; 5. Justin Bowser.

SPDWY: 1. David Darst; 2. Jan Jensen; 3. Seth Church; 4. Pat Hafey; 5. David Cobb.

P/W: 1. Brenton Schlitzer; 2. Roby Haycock; 3. Derek Harding; 4. Eddie Sayer; 5. Alex Seals.

50 MOD: 1. Tyler Goos.

50 SR: 1. Trevor Wharton; 2. Wess Church.

50 JR: 1. Justin MacMillan; 2. Dallas Melby.

## Guess who at Speedway USA

**By Michael Maher**

VICTORVILLE, CA, JULY 22

Charlie "The Edge" Venegas once again demonstrated his dominance of the 1995 speedway racing season as he managed to score yet another scratch main-event victory at Speedway USA.

The scratch main was a three-man go after Northern California's Dustin Schroeder, broke the tapes and was tossed out, thus leaving the race to Venegas, John Aden and Andy Northrup.

On the restart, Venegas blasted off the line and was gone, but Aden and Northrup experienced a heated battle for second place that saw them going into the turns side by side before Northrup finally pulled out and captured second place.

Jake Zemke was the star of the handicap main as he nabbed the holeshot on the start and lead all the way, although Jessee Finch took a shot at him coming out of the final turn and came up just short of grabbing the win. Northrup finished third, with Steve Lucero and Venegas in tow.

The support class main saw Craig DePhillippi take the lead away from Aaron Nichols in the first turn and hold on until the end. Ken Hansen came up through the field to take second place with Nichols holding on for third. "Slick Rick" Seip landed fourth, followed by Bentley Barrett.

The beginner main got a little rough as Jason Daniels took the lead over Cory Lossier and Cory Rudolph. On the second lap, Lussier and Rudolph collided with Rudolph going down. Lussier continued, but slowed dramatically as a result of a leg injury. Ben Mears, Tony O'Neal and Robert Jimenez rounded out the top five.

**Results**

SCRATCH MAIN: 1. Charlie Venegas; 2. Andy Northrup; 3. John Aden; 4. Dustin Schroeder.

HDCP MAIN: 1. Jake Zemke; 2. Jessee Finch; 3. Andy Northrup; 4. Steve Lucero; 5. Charlie Venegas.

SUP MAIN: 1. Craig DePhillippi; 2. Ken Hansen; 3. Aaron Nichols; 4. Rick Seip; 5. Bentley Barrett.

BEG MAIN: 1. Jason Daniels; 2. Ben Mears; 3. Tony O'Neal; 4. Robert Jimenez; 5. Cory Lossier.

SDCAR MAIN: 1. Dirk Gardner/Doug Lynch; 2. Kevin Rogers/Rick Rogers; 3. Joe Petroglovic/Jack Straw; 4. Dan Lamoreux/Dirk Votaw; 5. Jeff Medberry/Glen McClellan.

JR MAIN: 1. Jimmy Fishback; 2. Ryan Fisher; 3. Michael Hull; 4. Jeremy Simmons.

## Maximoff mauls Delta MX

**By Carl Davis**

DELTA, OH, JULY 8-9

Most of Michigan, Ohio, and Canada's top riders converged on Delta Raceway to find out who the best in the Midwest really are as the Midwest Racing Association held its eighth annual national event, and in the 250cc Expert class, Matt Maximoff turned out to be the top dog.

Heavy competition was the word as every rider's endurance was truly tested with three long motos on the gnarly Delta day track.

David Gaylord started out with a bang in the first 250cc Expert moto by leading from start to finish, but he ran into trouble in moto two as his Kawasaki's rear wheel came apart from the abuse of the demanding track conditions. Maximoff took over as his kitted YZ125 buzzed in and out of slick corners in dramatic fashion to win motos two and three. Honda of Troy-sponsored Joe Oehlhof cruised home with second overall, and David Korte claimed third overall. Gregg Dahlman rode hard for fourth and Davis came back from a first-moto crash to nail down the fifth spot.

Gaylord dominated the 125cc Expert competition by winning all three motos, but he would feel pressure from Maximoff throughout all of them. John Grewe charged hard in moto one to claim the runner-up spot but ran into trouble in motos two and three to finish off the pace. Moto two saw the Maximoff/Gaylord battle of the day as the pair exchanged the lead back and forth with Gaylord leading at the end to win. Oehlhof nailed down the third position while John Davis and Kelly Smith rounded out the top five. Moto three was all Gaylord, while Oehlof dueled with Maximoff and Davis. Maximoff was on the gas and jammed his way to second place and claimed second overall.

**Results**

50 (4-6): 1. Heather Bowman (Yam); 2. Michael Hoffman (Yam); 3. Briton Beerbower (Yam); 4. Andy Clements (Hon).

50 SUPER: 1. Kyle Rothgob (Cob); 2. Liam Murphay (Kaw); 3. Steven Carnahan (KTM); 4. David Bacon (KTM); 5. Eric Pilat (KTM).

60: 1. Nick Adams (Suz); 2. Kyle Snelgrove (Kaw); 3.

Matthew Gow (Kaw); 4. Brandon Butzin (Kaw); 5. Carl Schlacht (Kaw).

80 BEG: 1. Kyle Polter (Hon); 2. Greg Brooks (Yam); 3. Mike Suman (Kaw); 4. Carl Schlacht (Kaw); 5. Mitch Pilat (Yam).

80 NOV: 1. Nick Adams (Suz); 2. Mike Turnblom (Suz); 3. Brandon Fritts (Hon); 4. Kyle Snelgrove (Kaw); 5. Shane Horne (Suz).

80 EX: 1. Jeremy Brown (Kaw); 2. Joshua Long (Suz); 3. Ian Hammond (Suz); 4. Billy Dittman (Kaw); 5. Chuck Gekle (Suz).

16-24: 1. Jason Fletcher (Hon); 2. Brian Pearce (Suz).

125 JR: 1. Kelly Smith (Suz); 2. Randy Doviak (Suz); 3. Richard Watson Jr. (Suz); 4. Luke Greenland (Suz); 5. Jimmie Johnson (Suz).

125 BEG: 1. Victor Simon (Suz); 2. David Fritts (Hon); 3. Nathan McClain (Suz); 4. Dennis Beard (Kaw); 5. Brad Rehm (Yam).

125 NOV: 1. Luke Greenland (Suz); 2. Michael Oliver (Hon); 3. Jon Suman (Hon); 4. Kable Derrow (Kaw); 5. Debbie Mott (Hon).

125 INT: 1. Tom Barron (Suz); 2. Tony Anderson Jr. (Hon); 3. Richard Watson Jr. (Suz); 4. Matthew Feasel (Kaw); 5. Chris Lowell (Suz).

125 EX: 1. David Gaylord (Kaw); 2. Matt Maximoff (Yam); 3. Joe Oehlhof (Hon); 4. John Davis (Kaw); 5. Kelly Smith (Suz).

250 BEG: 1. Robert Bird (Hon); 2. Bill Page (Kaw); 3. Ricky Berwager (Kaw); 4. Todd Ruden (Yam); 5. Richard Pichan (Suz).

250 NOV: 1. Tim Thompson (Hon); 2. Brian Rife (Hon); 3. Jay Gordinier (Hon); 4. Cory Mason (Yam); 5. Todd Poisson (Yam).

250 INT: 1. George Fanelli (Suz); 2. Mark Glenn (Suz); 3. Craig Smith (Suz); 4. Steve Gordinier (Hon); 5. Brad Dixon (Kaw).

250 EX: 1. Matt Maximoff (Yam); 2. Joe Oehlhof (Hon); 3. Dave Korte (Hon); 4. Gregg Dalman (Hon); 5. John Davis (Kaw).

VINT-1989: 1. Jay Gordinier (Hon); 2. Jeff Keel (Hon); 3. Steve Gordinier (Hon).

25+: 1. Lonnie Hammond (Yam); 2. Mike Grindle (Hon).

30+: 1. David Bowman (Suz); 2. George Fanelli (Suz); 3. Ken Frankenbery (Hon); 4. Joe Horchler (Hon); 5. Dave Miller (Hon).

35+: 1. Ken Frankenbery (Hon); 2. David Bowman (Suz); 3. Jerry Mott (Kaw); 4. Jeff Beerbower (Hon); 5. Richard Hopkins (Hon).

40+: 1. Barry Mayo (Kaw); 2. John Korte (Hon); 3. Henry Hauenstein (Kaw); 4. Harold Turner (Hon); 5. Howard Durussel (Suz).

45+: 1. Barry Mayo (Kaw); 2. John Korte (Hon); 3. Dan Post (Kaw); 4. Harold Butzin Sr. (Suz); 5. John Wirick (Hon).

## Ballard tops minis at Ocala MX

**By Kyle Myers**

OCALA, FL, JULY 16

J.B. Ballard was the top mini pilot during round 14 of the Florida Motocross Series at the Florida Motosports Complex. Ballard won all four motos in the 80cc (12-13) and Super Mini classes.

In the first Super Mini moto, Ballard led the field into turn one with Ryan Davis, Chaz Northey, Tom Parsons and Andrei Boloni following. Parsons moved by Northey and Davis on the opening lap, while Ballard added to his lead. With Ballard out front and Parsons in second, the real race was for third with Davis, Northey and Boloni. These three riders battled for several laps until Northey crashed down a hill. Boloni slipped by Northey and hounded Davis to the finish. When the checkered flag came out, Ballard took the easy win over Parsons, Davis, Boloni and Northey.

Ballard rocketed out of the gate to start moto two with Davis, Parsons and Boloni giving chase. Once again, Ballard on his Suzuki West/Performance Engineering/No-Limit-backed RM immediately opened up a lead over the pack, as Parsons passed Davis for the runner-up spot. A lap later, Boloni also passed Davis. Track position would stay the same with Ballard scoring the win some 20 seconds ahead of Parsons, Boloni and Davis rounding out the top four spots.

Ballard later returned to dominate the 80cc (12-13) division. Ballard led both motos, only dropping to second in the opening moto for a lap after tangling with a lapped rider. Ballard recovered to pass Parsons and take the win. Moto two was all Ballard as he led wire to wire over Parsons and Davis.

**Results**

P/W (4-6): 1. Angie Moore (Yam); 2. Sara Hampshire (LEM).

P/W (7-8): 1. Marisa Hampshire (LEM); 2. Kyle Chisholm (LEM); 3. Justin Gorby (LEM).

60: 1. Cody Roth (Kaw); 2. Brad Bernie (Kaw); 3. Barrett Smith (Kaw); 4. Dustin Lynn (Kaw); 5. Marisa Hampshire (Kaw).

80 (7-11): 1. Dan Truman (Kaw); 2. Brad Bernier (Kaw); 3. Chaz Northey (Kaw); 4. Jeff Moore (Suz); 5. Shawn Mayo (Kaw).

80 (12-13):1. J.B. Ballard (Suz); 2. Tom Parsons (Suz); 3. Ryan Davis (Kaw); 4. Brian Crawford (Kaw); 5. Stephen Douglas (Kaw).

80 (14-15): 1. Andrei Boloni (Suz); 2. Carlo Beard (Kaw).

80 (BEG): 1. Mike Vancura (Suz); 2. Robert Croci (Suz); 3. Jesse Young (Yam).

S/MINI: 1. J.B. Ballard (Suz); 2. Tom Parsons (Suz); 3. Andrei Boloni (Suz); 4. Ryan Davis (Kaw); 5. Chaz Northey (Kaw).

15-24: 1. Jason Thomas (Hon); 2. Ray Hansen (Kaw); 3. Mike Tvanko (Kaw); 4. Dale Hutto (Suz); 5. Wayne Poe (Kaw).

125 B: 1. Jason Thomas (Hon); 2. Wayne Schaefer (Suz); 3. Ray Hansen (Kaw); 4. Kyle Myers (Suz); 5. Matt Lee (Yam).

125 C: 1. Cory Willey (Kaw); 2. Mike Ivanko (Kaw); 3. Robert Wright (Hon); 4. Zane White (Hon); 5. Chris Lopez (Suz).

125/250 BEG: 1. Danny Hansen (Suz); 2. Roger Creamer (Suz); 3. Brett Garavalia (Hon); 4. Charles Satcher (Hon); 5. Tony Torri (Hon).

250 B: 1. Brett Bohannon (Hon).

250 C: 1. David Kopoian (Yam); 2. Jerry Kopoian (Suz).

25+: 1. Billy Wood (Yam); 2. Willis Brock (Suz); 3. Steve Dye (Kaw); 4. Jerry Kopoian (Suz); 5. Charles Satcher (Hon).

30+: 1. Billy Wood (Yam); 2. Steve Dye (Kaw); 3. Mark Bazinet (Kaw); 4. Robert Leinback (Yam); 5. Mike Menefee (Suz).

35+: 1. Willis Brock (Suz); 2. Tom Fogg (Kaw); 3. Jeff Clair (Suz); 4. Mike Menefee (Suz); 5. Brian Whitcomb (Hon).

40+: 1. Tom Fogg (Kaw); 2. Joe Steidl (Hon).

OPEN NOV: 1. Mark Bazinet (Kaw); 2. Rudy Savelli (Hon).

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'CYCLE WORLD" SCHEDULE

| Air Date | Event | Event Date |
|---|---|---|
| August 3 | AMA Road Race - Laguna Seca , Monterey, CA (World Superbike Support classes) | July 22-23 |
| August 10 | AMA Road Race - Laguna Seca, Monterey ,CA (World Superbike Support classes) | July 22-23 |
| August 17 | AMA Road Race - Gateway Int'l, St. Louis, MO (Superbike) | August 13 |
| August 24 | AMA Road Race - Gateway Int'l, St. Louis, MO (Support classes) | August 13 |
| August 31 | AMA Road Race - Sears Point, Sonoma, CA (Superbike) | August 25-27 |
| September 7 | AMA Road Race - Sears Point, Sonoma, CA (Support classes) | August 25-27 |
| September 14 | AMA Grand National/Dirt Track - Denver, CO | August 12 |
| September 21 | World Superbike - Albacete, Spain | June 25 |
| September 28 | AMA Road Race - Firebird Int'l, Phoenix, AZ (Superbike) | September 22-24 |
| October 5 | AMA Road Race - Firebird Int'l, Phoenix, AZ (Support classes) | September 22-24 |
| October 12 | AMA Grand National/Dirt Track - El Dora Speedway Rossburg, OH | September 16 |
| October 19 | World Superbike - Salzburgring, Austria | July 16 |
| October 26 | AMA Grand National/Dirt Track - Del Mar, CA | October 15 |
| November 2 | WERA Pro Series - Grattan, MI (Formula USA) | June 23-25 |
| November 9 | WERA Pro Series - Grattan, MI (Nat'l Endurance, SuperStock, 125 GP) | June 23-25 |
| November 16 | WERA Pro Series - Portland, OR (Formula USA) | August 25-27 |
| November 23 | WERA Pro Series - Portland, OR (Nat'l Endurance, Superstock, 125 GP) | August 25-27 |
| November 30 | World Superbike - Brands Hatch, England | August 6 |
| December 7 | World Superbike - Sugo, Japan | August 20 |
| December 14 | World Superbike - Assen, Holland | September 3 |
| December 21 | World Superbike - Sentul, Indonesia | October 15 |
| December 28 | World Superbike - Phillip Island, Australia | October 29 |

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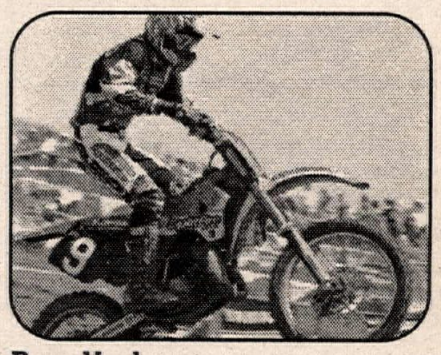

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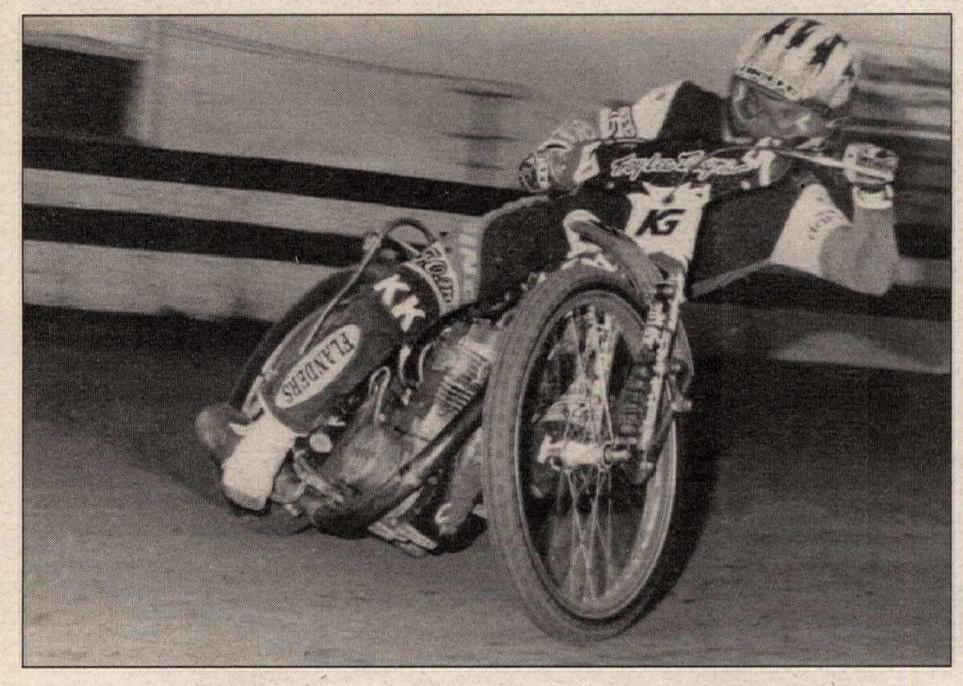

**(Top) Scott Nicoson (369) leads a pack including eventual winner Eron Ezerins (710) through the first turn during 250cc A class action at the Azatalan Cycle Park. (Above) British Leaguer Billy "The Bullet" Hamill continued his American tirade by topping the televised Scratch main event at Speedway USA.**

## Aztalan MX hosts 479

**By Andrew Bussen**

LAKE MILLS, WI, JULY 9

On a weekend which was kicked off by the Aztalan Cycle Park hosting the Tony D. Motocross School on Friday and Saturday, some 479 entries provided for a balanced attack of riders in 22 classes on Sunday.

The Great Escape/Torque Center/Scott Goggles-backed Bob Behrens made his first appearance of the season on a borrowed Kawasaki, and after a three-month layoff, the 18-year veteran of the sport wasted no time in leading the first moto of the 25+ Masters class. Nipping at Behrens' Alpinestars on the first lap were Jeff Blaha and Roy Nafzger.

Behind the trio, John Weiss, Lee Heckendorf, Tom Dretzka, Tom Moore, Todd Schmitz, and Jeff Michaud were swapping positions every lap. Dretzka was the most successful at picking off riders, and finished third in the first moto behind Nafzger and winner Behrens.

After a relatively clean first moto, the second moto was mired in controversy. It was no surprise to see Behrens holeshot the moto and lead from start to finish for the overall win while Moore, Dretzka, Schmitz, Heckendorf, Nafzger and Blaha sampled each other's roost in a battle for the runner-up position. However, Nafzger didn't race the second moto with the same bike that he raced the first moto. This, apparently, was grounds for disqualification, which gave Dretzka the overall runner-up cash, followed by Moore, Schmitz and Blaha, who rounded out the top five.

### Results

125 JR: 1. Dustin Keuntjes; 2. David Hartl; 3. Cliff Dougherty; 4. Aaron Miller; 5. Darby Fowler.

VET A: 1. Jeff Lois; 2. Kevin Popaeko; 3. Thomas Dretzka; 4. Chuck Kingstad; 5. Eriks Ezerins.

VET B-1: 1. Duane Martin; 2. Terry Hahn; 3. Gary Philbrick; 4. Tim Riemer; 5. Jeffrey Pulley.

VET B-2: 1. Steve Green; 2. Mark Henry; 3. Troy Thuemling; 4. Dennis Jochman; 5. Torsten Corun.

MINI JR: 1. Nathan Sullivan; 2. Todd Sleaver; 3. Mathew Mraz; 4. Chad Nooyen; 5. Eric Peters.

MINI 60: 1. Brad Modjewski; 2. Tyler Smulders; 3. Kirsten Raemisch; 4. Jacob Scholar; 5. Brian Glowacki.

MINI SR: 1. Greg Hochmuth; 2. Robby Kultgen; 3. Ben Kremer; 4. Andrew Foltz; 5. Clint Friesen.

MSTR: 1. Bob Behrens; 2. Thomas Dretzka; 3. Thomas Moore; 4. Todd Schmitz; 5. Jeff Blaha.

VINT: 1. Gary Philbrick; 2. Daniel Glowacki; 3. Jeff Cracks; 4. Thomas Anglin; 5. Thomas Smith.

WMN: 1. Wendy Modjewski; 2. Christine Zint; 3. Michelle Bielen; 4. Angela Keuntjes; 5. Kirsten Raemisch.

40+: 1. Michael Ellis; 2. Michael LaMont; 3. Ted Fookes; 4. Ted Coplien; 5. John Meehan.

50+: 1. Michael Micheli; 2. Paul Glastetter; 3. Terry Woosley; 4. Bill Terry; 5. Bud Huff.

P/W JR: 1. Brian Collins; 2. Justin Hager; 3. Cody Sokolik; 4. Dennis Roushia; 5. Louis Geilenfeldt.

P/W SR: 1. Jared Keuntjes; 2. Garrett Hojnacki; 3. Robert Loire; 4. Mitch Nooyen; 5. Derek Head.

125 A: 1. Eron Ezerins; 2. Scott Nicoson; 3. Ryan DeGroot; 4. Rodney Vaneperen; 5. Jason Warner.

125 B: 1. Chet Hodges; 2. Vincent Steger; 3. James Oversen; 4. Justin Kraft; 5. Neil Modjewski.

125 C-1: 1. Bryan Kremer; 2. Rick Williams; 3. Mitchell Wells; 4. Chris Bongers; 5. Ronald Lasco.

125 C-2: 1. Aaron Miller; 2. Tom Wolf; 3. Bob Janders; 4. Bryan Jenders; 5. Tanner Champlin.

250 A: 1. Eron Ezerins; 2. Roy Nafzger; 3. Jason Warner; 4. Scott Nicoson; 5. Eric Parker.

250 B: 1. Jesse Williams; 2. Lee Steffens; 3. James Ricci; 4. Billy Walker; 5. Nathan Fookes.

250 C: 1. Sam Salaja; 2. Greg Becker; 3. Chris Otis; 4. James Kruse; 5. Donald Wendlund.

OPEN: 1. Jeff Lois; 2. Chuck Kingstad; 3. Eriks Ezerins; 4. Robert Elder; 5. Mike Wiedmeyer.

## Abbott smokes Cinder Mountain Cross Country

**By Tony Tellier**

FLAGSTAFF, AZ, JULY 23

Phoenix rider Destry Abbott once again decimated his competition as he rode to an easy victory in the 10-bike Pro field at Whiplash Motorsports' Cinder Mountain 100 cross country.

Located in a geological wonderland, the Cinder Hills 100 was run on towering 1000-foot-high piles of volcanic cinders, and the reduced air pressure at the 7000-foot altitude made riding the technical course a challenge for both man and machine.

Starting in the second of many four-rider rows, Abbott was ready for the challenge and chased down Scottsdale Mercedes-Benz dealer Mike Schumacher on the ex-Willy Musgrave CR500 Honda. Completing that final move after traveling some 15 miles into the first of five up-and-down 20-mile laps, Abbott did not truly go into cruise mode, but he did take time to wave and style for the large crowd scattered around the cinder hills. Abbott raced to a stunning 13-minute victory over pal Bryan Bruning's borrowed, but similar, KX500.

Abbott had a few blisters but called it a "nice, easy ride," except for the "lappers that were so slow!" He admitted to hitting one rider at speed "but did not go down."

In the Super Senior class, Don Bull continued his domination as the only one of the 10 graying competitors to do four laps. (Whiplash waves the checkered flag when the overall winner crosses the line, so the following riders are stopped whether they have completed all laps or not.)

"This season seems to be good for me," a winded Bull said as he smiled over an ale. "It was hot, hard, dusty... and Destry. I was dying the last lap. I was happy to see that number-one plate (Abbott) pass me."

Bull's closest competition included the rare appearance of Himey Means, riding a borrowed YZ250. Means suffered a few tumbles in the soft marbles but still edged third-placed Joe Prosser, who also went down in the same check-two turn as Means.

### Results

O/A: 1. Destry Abbott (Kaw); 2. Bryan Bruning (Kaw); 3. Andy Nelson (Hon); 4. Pat Presser (Hus); 5. David Schutte (Hon).

PRO: 1. Destry Abbott (Kaw); 2. Bryan Bruning (Kaw); 3. Andy Nelson (Hon); 4. Brian Storrie (Kaw); 5. Dayton Raper.

EX: 1. David Schutte (KTM); 2. Pat Burns; 3. Mike Moyer; 4. Carlo Caya; 5. Jason Maffey (Hon).

INT: 1. Greg Mace; 2. J.L. Roberts (Yam); 3. Jimmy Heath; 4. Jake Zukowski (Kaw); 5. Chris Block.

NOV: 1. Jason Collins; 2. Webb Hawn; 3. Mike Keltz; 4. Terry Seitz; 5. Douglas Jensen.

SR EX: 1. Mike Furr; 2. Wayne Decklever (Suz); 3. Pat Hoban (Kaw); 4. Kent Nicholls.

SR: 1. Steve Winchester; 2. Butch Doom; 3. Bob Cunningham; 4. Bruce Muster; 5. Tony Messinger.

S/SR: 1. Don Bull (Kaw); 2. Himey Means (Yam); 3. Joe Prosser (KTM); 4. Olen Webb Jr.; 5. Jay Keltz.

50 (5-8): 1. Kyle Behling; 2. Matt Pallett; 3. Daniel Estergard; 4. Duston Raffensparger; 5. Albert Estergard.

60: 1. Jimmy Atherton; 2. Ryan Combs; 3. Gary Hayes.

80 (11-13): 1. John Maland; 2. Bryan Cox; 3. Aaron Messinger.

80 (14+): 1. Brian Schott; 2. Travis Rackley.

80 BEG: 1. Sean Reese; 2. Andy Young; 3. Ryan Hamman.

## Hamill a TV star at Victorville Speedway

**By Michael Maher**
**Photo by Jim Thorn**

VICTORVILLE, CA, JULY 15

It was lights, camera and plenty of action for Billy Hamill at Speedway USA as the high-desert track was the locale and subject for a taping of an upcoming episode of ESPN2's popular "MotoWorld 2" show, to be aired September 17.

The evening's festivities included a motorcycle leap over 15 cars by "Rocket Rex" Staten and "Wheelie King" Doug Domokos wheelying over five cars.

But it was special guest star Hamill - currently ranked fourth in the world - who captured the spotlight, as he took a holiday from the British League to race at Speedway USA and ended up carting off the Scratch main-event trophy at the expense of Steve Lucero.

Lucero, Hamill, Walt Farnum and Jim Estes made up the field for the Scratch main, and while Hamill got the holeshot at the start, Lucero roared around him to take the lead. Hamill stayed close, but it appeared as though Lucero had the event well in hand and would win the TV main event before he entered turn three on lap three and scattered the engine in an impressive display of sparks, smoke and noise. Lucero's expensive misfortune was the Troy Lee/Bieffe/Oakley/Flanders-sponsored Hamill's good fortune as the World Championship contender cruised home unchallenged for the victory over Estes and Farnum.

The Handicap main was Wendy's/Cody Racing-backed Jason Chism's from start to finish, but behind him, Farnum and Hamill were fighting over second place with Farnum seemingly having the edge until he slapped the wall coming out of the final turn, allowing Hamill, Andy Northrup and Jake Zemke to get by.

Bill Ewing took the initial lead in the Support-class main event, but Brian Thompson passed Ewing and took command of the race for the win. The Beginner main saw Jeremy O'Neal take a wire-to-wire win. The sidecars main was won by the stepfather-stepson team of Kevin and Rick Rogers who outdueled National Champs Dirk Gardner and Doug Lynch in a race where they were the only survivors after the other three rigs in the race all spun into the infield.

### Results

SCRATCH: 1. Billy Hamill (Jaw); 2. Jim Estes (Jaw); 3. Walt Farnum (Gdn); 4. Steve Lucero (Gdn).

HDCP: 1. Jason Chism (Jaw); 2. Billy Hamill (Jaw); 3. Andy Northrup (Wes); 4. Jake Zemke (Wes); 5. Walt Farnum (Jaw).

SUP: 1. Brian Thompson; 2. Bill Ewing; 3. Rick Seip; 4. Bill Green; 5. Rick Pearce.

BEG: 1. Jeremy O'Neal; 2. Cory Lossier; 3. Tom Wetzel; 4. Robert Jimenez; 5. Cory Rudolph.

SDCAR: 1. Rick Rogers/Kevin Rogers; 2. Doug Lynch/Dirk Gardner; 3. Robert Virza/John Abright; 4. Dan Lamoureux/Dirk Votaw; 5. Alan Hall/Scott Cordova.

JR: 1. Travis MacDonald, 2. Michael Hull, 3. Ryan Fisher, 4. Billy Janniro.

## Venegas goes at Glen Helen Speedway

**By Michael Maher**

SAN BERNARDINO, CA, JULY 21

After being absent from Glen Helen Speedway's Friday night events due to the scheduling conflict with Costa Mesa, Charlie Venegas took advantage of the Costa Mesa track being closed for the Orange County Fair to make a return to Glen Helen. It turned out to be a wise move, as "The Edge" was the star of the evening, easily winning the scratch main event.

Venegas' competition for the scratch main win was John Aden, Jim Estes, Greg Ayers and scratch consi winner Jessee Finch. But when the tapes went up, Venegas was gone, leaving the rest to battle over the remaining positions. Finch took control of second place while Estes edged Aden for third. But as the field crossed the finish line, Estes lost control and went down in turn one, taking Ayers with him. Both riders were unhurt.

The results of the handicap main are still in question but it went something like this: Rick Pearce took the lead on the start and was holding on until Jerry Black, Walt Farnum and Ayers were involved in a pileup that brought out the red flag.

Black was declared the cause and forced to start at the penalty line, 10 yards behind the highest-handicapped rider. Since Venegas was starting at the 120-yard line - the highest handicap ever given - Black was to make his start at the 130-yard line, subsequently making Black's start the highest-ever handicap.

Pearce took the lead on the restart, and with two laps to go, Walt Farnum moved into second place. On the second-to-last lap, Steve Furman crashed in turn one and was unable to get up. The red flag came out as Pearce and Farnum crossed the line side by side for what should have been the final lap. As the pack entered turn one, Furman's crashed bike was removed, and then Pearce went down. Farnum finished the lap the apparent winner - and even took the victory lap with checkered flag in hand. However, because the red flag came out at the beginning of lap six, the running order on the previous lap was used and Pearce was declared the winner over Farnum, Ayers, Randy DiFrancesco, Venegas, Steve Donovan, Black and Furman.

### Results

SCRATCH MAIN: 1. Charlie Venegas; 2. Jessee Finch; 3. Jim Estes; 4. John Aden; 5. Greg Ayers.

HDCP MAIN: 1. Rick Pearce; 2. Walt Farnum; 3. Greg Ayers; 4. Randy DiFrancesco; 5. Jerry Black.

SCRATCH B MAIN: 1. Angela Hale; 2. Jim Estes; 3. Matt Becker; 4. John Aden; 5. Jake Zemke.

SUP MAIN: 1. Fred Timberlake; 2. Rick Seip; 3. Mitch Hall; 4. Craig DePhillippi; 5. Kon Bauer.

SDCAR MAIN: 1. Peter Lewis/Jamie Macy; 2. Dirk Gardner/Doug Lynch; 3. Kevin Rigers/Rick Rogers; 4. Dan Lamoreux/Dirk Votaw; 5. Alan Hall/David Cordova.

JR: 1. Jimmy Fishback; 2. Patrick Donovan; 3. Josh O'Neal; 4. Brett Becker.

## Full Nelson at Barona Oaks MX

**By Homer Eubanks**

RAMONA, CA, JULY 16

Dustin Nelson proved himself unstoppable during race 16 of the CMMC series with three class wins. Nelson navigated the Barona Oaks Raceway aboard his Team Green Kawasaki to best both the 125 and 250cc Open as well as the 125cc (16-21) classes.

Nelson saw Tyler King and Chris Wheeler cross over before him in the first 125 Open moto, but came back in the second to win. Nelson was able to dominate both the 125cc (16-21) and 250 Open classes with repeat wins. Shaun Ellis managed second for the day in the 250 Open after a 3-2 day.

Steve Laninovich took the overall honors in the Old Pharts A class after placing third in moto one behind Chris Swift and Don Cannelly. Laninovich got out early in the second moto and went on for the win and overall. Randy Rush managed second in the moto but Connelly's 2-3 finishes earned him second for the day.

In the 80 division, John Hopkins rode with surgical precision to smoke everyone in the Novice Stock class. Hopkins returned in the Supermini class and took the overall after losing the first moto to Jesus Casillas. Come time for moto two and Hopkins was the only Supermini rider at the line. As a result the young rider was given an offical lap by himself for the win. Casillas had dropped his 60 in an earlier moto and could not start because of a sore shoulder.

Cas Swift continued his dominance over the Pee Wee Stock (7-8) class, carding back-to-back wins. Jake Bissonnette earned second overall with repeat runner-up finishes.

**Results**

INTRO TO MX: 1. Ryan Scates (Kaw); 2. Ryan Coleman (Kaw); 3. Cory Brewer (Yam); 4. Grant Davis (Yam); 5. Ash Hodges (Yam).

1ST TIMER: 1. Brad Masters (Yam); 2. Brian Hiner (Yam); 3. Aimee Jones (Yam); 4. Matthew English (Yam); 5. Jake Kircher (Yam).

P/W STK (0-6): 1. Maxwell Pope (Yam); 2. Phillip Bruseella (Yam); 3. Chase Takaos (KTM); 4. Weston Peick (Yam); 5. Mark Proscella (Yam).

P/W STK (7-8): 1. Cas Swift (KTM); 2. Jake Bissonnette (KTM); 3. Pat Pennington (Itj); 4. Christopher Moore (Yam); 5. Adam Kircher (Yam).

P/W SEMI MOD (0-6): 1. Maxwell Pope (LEM); 2. Mark Bruscella (Yam); 3. Chase Takacs (KTM).

JR BEG: 1. Dallas Peick (Kaw); 2. Phillip Bruscella (Kaw); 3. Candise Motshagen (Kaw); 4. Christopher Moore (Kaw); 5. Pat Pennington (Kaw).

JR STK (9-11): 1. Ryan Beat (Kaw); 2. David Meyers (Kaw); 3. Andrew Wageman (Kaw); 4. Shaun Connelly (Kaw); 5. Jesus Casillas (Kaw).

80 BEG: 1. Brandon Hamlett (Kaw); 2. Michael Feist (Yam); 3. Daniel Vachon (Suz); 4. Vito Casillas (Yam); 5. Joshua Navarro (Kaw).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Travis Bemis (Suz); 3. Cole Humphus (Yam); 4. Geoff Robinson (Suz); 5. Andrew Wageman (Suz).

80 NOV STK: 1. John Hopkins (Kaw); 2. Billy Laninovich (Kaw); 3. Matt Condon (Yam); 4. Jake Elkins (Kaw); 5. Dusten Watson (Suz).

80 NOV MOD: 1. Travis Frink (Kaw).

S/MINI: 1. John Hopkins (Kaw); 2. Jesus Casillas (Yam); 3. Dusten Watson (Suz); 4. Scott Conley (Kaw).

125 BEG: 1. Ronnie Loftis (Yam); 2. Steve Yurkovic (Kaw); 3. Mike Diario (Kaw); 4. Dustin Hollenbeck (Yam); 5. Sean Clarke (Kaw).

125 (12-15): 1. Scott Conley (Kaw).

125 (16-21): 1. Dustin Nelson (Kaw); 2. Andy Harrington (Kaw); 3. John Emerson (Suz); 4. Brian Reichel (Suz); 5. Chris Wheeler (Suz).

125 NOV STK: 1. Ivan Navarrete (Suz); 2. Michael Fox (Kaw); 3. Sean Sparkman (Kaw).

125 NOV MOD: 1. Brian Raichel (Suz); 2. Manny Arias (Hon); 3. David Fox (Suz); 4. Craig Rood (Kaw); 5. Taylor Vanderpool (Suz).

125 INT MOD: 1. George Hammel (Kaw); 2. Wilson Nichols (Suz); 3. Daniel Nichols (Suz).

125 OPEN: 1. Dustin Nelson (Kaw); 2. Chris Wheeler (Suz); 3. Jeff Tilton (Hon); 4. John Emerson (Suz); 5. Tyler King (Suz).

250 NOV: 1. Shawn Ireland (Yam); 2. Joe Minor (Suz).

250 INT: 1. Daniel Nichols (Suz).

250 OPEN: 1. Dustin Nelson (Kaw); 2. Shaun Ellis (Suz); 3. Justin McMullich (Kaw); 4. Tyler King (Yam).

OLD PHARTS A: 1. Steve Laninovich (Suz); 2. Don Connelly (Kaw); 3. Chris Swift (Hon); 4. Randy Rush (Hon); 5. Rudy Sevilla (Suz).

OLD PHARTS B: 1. Randy Hollenbeck (Suz); 2. Guy Shidner (Hon); 3. Frank Hamblett (Yam); 4. Dan Bissonnette (Hon); 5. Wilson Nichols (Suz).

## Berhle lands Lawrenceburg ST

**By John Spurrier**

LAWRENCEBURG, IN, JULY 21

Pat Behrle overcame a red flag restart and pressure from Tommy Hayden to claim victory in the 600cc Pro-Am feature at the Lawrenceburg Speedway dirt track.

At the start of the feature, Behrle and Hayden went side by side into turn one with Hayden getting the better drive out of turn two to lead the field down the back stretch. Behind them, Tommy Hensler got crossed up in turn two, and Joe Seyfferle tried to duck down to the infield to avoid Hensler. As racing luck would have it, Hensler managed to save it while Seyfferle went down, ending up under his bike. Kelly Bowlby also crashed heavily in turn three, bringing out the red flag from Starter Rick Tibbets.

On the restart, Berhle got a better start and led the charge onto the back stretch. Hayden emerged in second place and pressured Behrle for several laps, but Behrle refused to make a mistake, and he led all the way to the checkered flag. Hayden took second with Bellman getting by Butler to claim third place. Hensler, Seyfferle, Curt Snelling, Ron Gardiner, and Tony Moore came across the finish line in that order behind Butler. Moore exited the race early with an engine failure.

Scotty Brown emerged as the top winner in a 16-rider Speedway program that produced some of the evening's most exciting racing. Brown earned eight points for his overall win, Hensler was second with seven points, followed by Z. Waczynzski with six points. Rick Merry and Shane Goodnight rounded out the top five.


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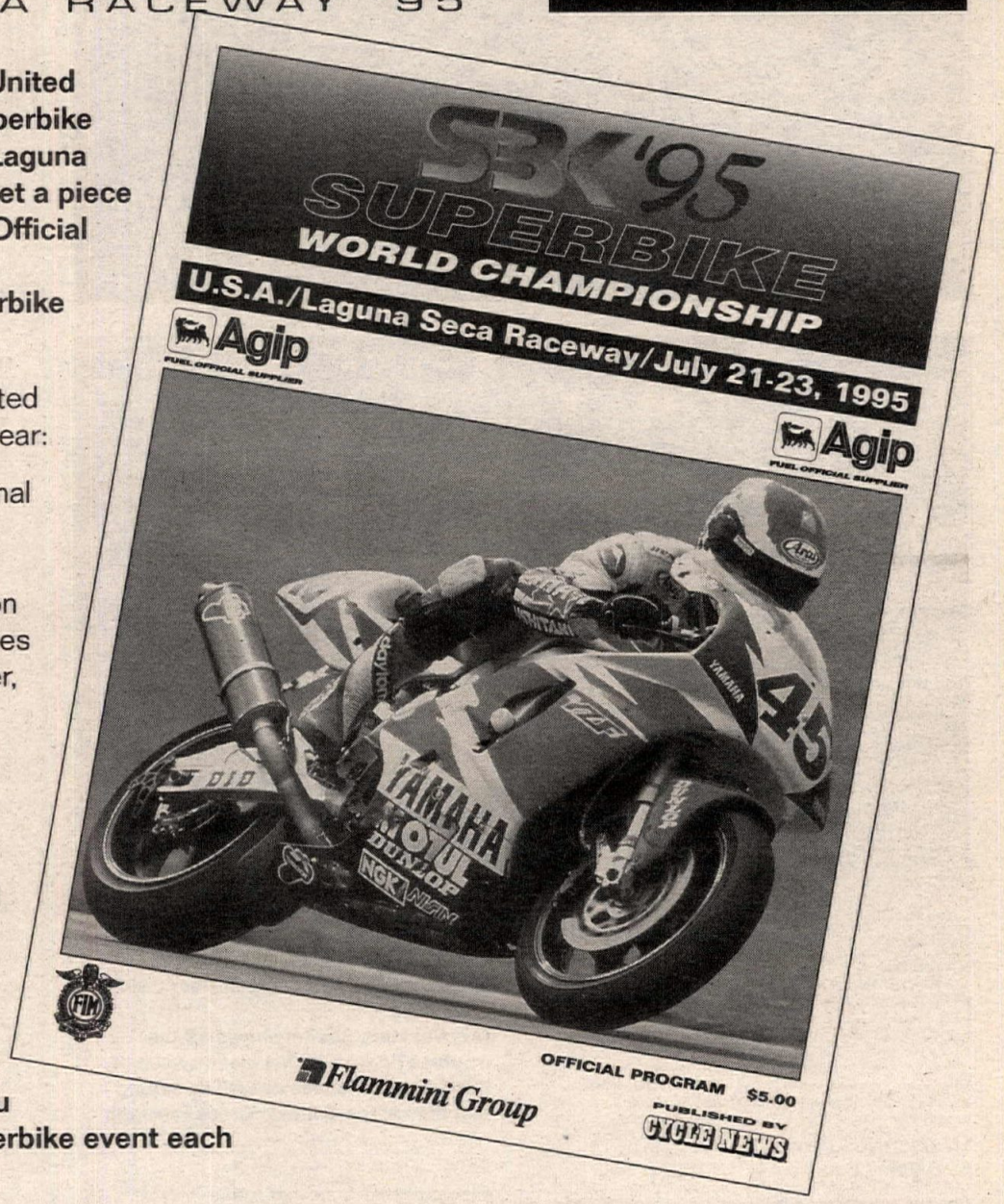


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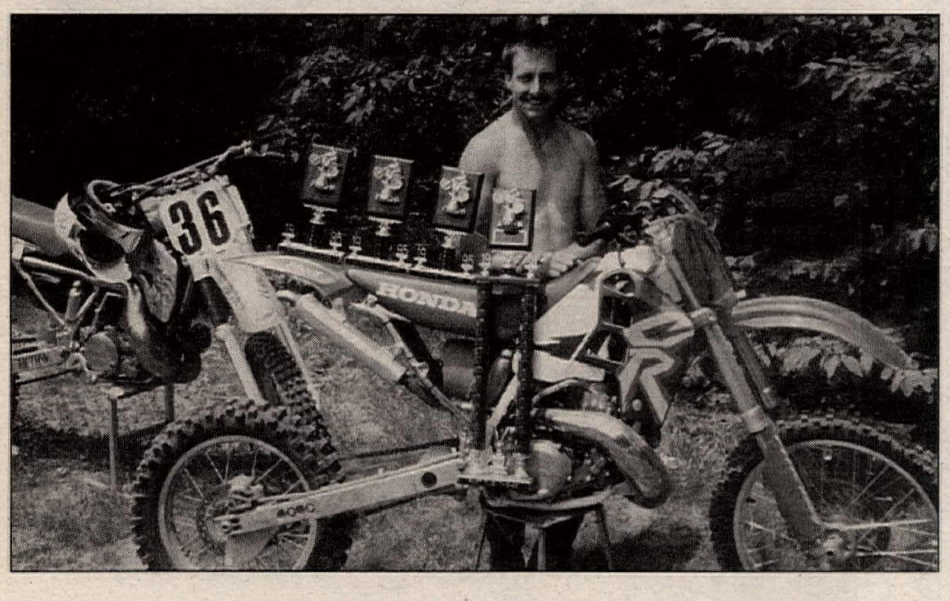

**(Top) Scotty Brown (center) celebrates his third consecutive Ohio state speedway championship at Bear Creek Speedway.**
**(Above) Marc Stamm shows off the trophies he won for his clean sweep of the Amateur classes as well as setting fast time at the Cahokia Creek Hillclimb.**

### Results

**Dirt Track**

600 PRO-AM: 1. Pat Behrle (Hon); 2. Tommy Hayden (Rtx); 3. Ben Bellman (Hon); 4. Mike Butler (Hon); 5. Tommy Hensler (Hon).

250: 1. Tommy Hensler (Hon); 2. Nicky Hayden (Yam); 3. Phillip Wolf (Kaw); 4. Phillip Palmer (Hon); 5. Cory Roth (Hon).

125 A: 1. Jeff Landrum (Suz); 2. Travis Burnett (Yam); 3. Lisa Hiler (Hon); 4. Damon Stapleton (Hon); 5. Roger Hayden (Yam).

80 A: 1. Zach Palmer (Yam); 2. David Wolf (Hon); 3. Joe Garrison (Suz); 4. Natalie Warner (Hon); 5. Nick Oshel (Hon).

80 AU: 1. Brett Enderle (Yam); 2. Paul Littlefield (Yam).

50 A: 1. John Busler (Yam); 2. Justis Land (Hon); 3. Dustin Enderle (Hon); 4. Matt Joehnk (Hon); 5. Bubba Burg (Yam).

OPEN A: 1. Robert Brown (Hon); 2. Wade Summers (Hon); 3. Mike Daniels (Hon); 4. Kevin Hiler (Hon); 5. Damon Stapleton (Hon).

30+: 1. Joe Seyfferle (Rtx); 2. Robert Brown (Hon); 3. Mike Daniels (Hon); 4. Phillip Wolf (Kaw); 5. Wade Summers (Hon).

50+: 1. Wade Summers (Hon); 2. Lou Kramer (Hon); 3. Herschel Benkert (Hon); 4. Albert Lowe (Hon); 5. Mike Palmer (Hon).

WMN: 1. Lisa Hiler (Hon); 2. Natalie Warner (Hon); 3. Cara Williams (Yam).

**Speedway**

SCRATCH: 1. Scott Brown; 2. Lance Darso; 3. Pat Reynolds; 4. Pat Behrle.

HDCP: 1. Scott Brown; 2. Tommy Hensler; 3. Z. Waczynski; 4. Rick Merry; 5. Shane Goodnight.

## Brown crowned at Bear Creek Speedway

**By Kevin George**

S. CANTON, OH, JULY 8

Scotty Brown captured his third consecutive Ohio State Championship at Bear Creek Speedway demonstrating once again his dominant speedway style.

Brown has been winning championship-format races with perfect scores and looked to be on his way to another perfect event score.

In the third main of the championship runoff, Sobek Muszinski turned up the heat and gave other riders hope for future events as he pulled the holeshot and held off the charging Brown for two side-by-side laps that had the crowd on its feet. Brown took over with an outside move just as they took the white flag.

Brown went into the final main with a perfect score through five heats and three championship mains - then came his only lapse of the evening.

Brown explains the fourth main as his downfall: "I was kind of glazed over - I didn't see the starter move over or OK us and I wasn't even revved up when the band went across."

Muszinski took advantage of Brown's snooze to lead from start to finish, carding second overall in the process as well as picking up newfound confidence for the U.S. Open in August.

Muszinki's brother, Bogden, and Pat Reynolds were the other two championship qualifiers and they held some equally good battles for third and fourth. In the end, Reynolds squeaked out a third-place finish in the final heat to avoid a shutout.

In flat track action, Bobby Peters won the Lite division and took runner-up to Tom Hensler in the Heavy division. Sean Massie topped the Youth crowd.

### Results

FLAT TRACK LITE: 1. Bobby Peters (Hon); 2. Doug Horner (Yam); 3. Alan Vangunten (Rtx).

YTH: 1. Sean Massie (Yam); 2. Robert Sallee; 3. Nicholas Mariel (Suz).

FLAT TRACK HVY: 1. Tom Hensler (Hon); 2. Bobby Peters (Hon); 3. Doug Horner (Yam).

SPEEDWAY C'SHIP: 1. Scotty Brown (Jaw); 2. Sobek Muszinski (Wes); 3. Bogden Muszinski (Jaw); 4. Pat Reynolds (Yam); 5. Lance Darson.

## Stamm hat tricks Cahokia Creek Hillclimb

**By Kevin Northrup**

WHITE CITY, IL, JULY 15

Marc Stamm presented a hillclimb clinic at the Cahokia Creek Dirt Riders hillclimb outside of White City, winning the three Amateur classes in which he rode (400, 500, 750cc), claiming the fast-time trophy and also taking the 400cc Exhibition-class win.

In the 400cc class, Stamm rode the fast YZ400 owned by Luke Haas to a convincing win, posting a 2.842-second run. Roger Riddell picked up second place on his Yamaha with a 3.208-second pass, and Paul Hackbarth came in third on his "Yamasaki" with a 3.393. Bob Glenn took fourth with a 3.740-second run on his Yamaha.

The 500cc class, as always, featured fast bikes and fast riders. This evening, however, it was Stamm who picked up his first 500cc-class win in an outstanding 2.681-second run on his "Forward Motion" CR500. The time would stand up as fast time of the night - also a first for Stamm. Andy Former put big-time pressure on Stamm, however, turning in an excellent 2.687-second effort for second place. Former would ultimately ruin an otherwise perfect night for Stamm by edging him out in the Open Exhibition 'money run.' Fortner is the current leader in the 500cc class. Jason Northrup, only four points behind Fortner in the points race, carded a 2.797-second time for third followed by John Scroggins' 2.906.

Stamm completed his clean sweep of the three Amateur classes by winning the 750cc class in 2.842 seconds on his Kawasaki triple. Richard Bell made his first D-17 appearance in 1995 on his bad and beautiful Suzuki, claiming second in 3.278 seconds. Walter Geralds piloted his Kawasaki over the top in 3.477 seconds for third, followed by Jim Hillard on his Harley in 3.499 seconds and Tom Compton on his "Yamasaki" triple in 3.618 seconds.

### Results

MINI: 1. Neal Strasbaugh (Hon); 2. Jackie Mason II (Hon); 3. Anthony DeHart (Hon); 4. Danny Myers (Kaw); 5. Adam Wright (Kaw).

200: 1. Jason Northrup (Kaw); 2. Justin Myers (Kaw); 3. Dade Johnson (Hon); 4. Doyle Ivey (Kaw); 5. Ryan Duff (Hus).

250: 1. Brent Stewart (Yam); 2. Jason Northrup (Suz); 3. Andy Fortner (Hon); 4. Jeff White (Kaw); 5. Roy Senaldi (Yam).

400: 1. Marc Stamm (Yam); 2. Roger Riddell (Yam); 3. Paul Hackbarth (Yam); 4. Bob Glenn (Yam).

500: 1. Marc Stamm (Hon); 2. Andy Fortner (Hon); 3. Jason Northrup (Hon); 4. John Scroggins (Hon); 5. Darrell Trent (Hon).

750: 1. Marc Stamm (Kaw); 2. Richard Bell (Suz); 3. Walter Geralds (Kaw); 4. Jim Hillard (Kaw); 5. Tom Compton (Kaw).

OPEN: 1. Jim Fuller (Kaw); 2. Tom Compton (Kaw); 3. Bill Myers (Tri); 4. Bobby Urnikis (Kaw); 5. John Hillard (H-D).

SR: 1. Bill Myers (Tri); 2. Tom Compton (Kaw); 3. Bob Glenn (Yam); 4. Roger Hackbarth (Yam).

FAST TIME: 1. Marc Stamm (2.681 seconds).

400 EXHIB: 1. Marc Stamm.

OPEN EXHIB: 1. Andy Former.

## Mayer Sr. remembered at Midland Half Mile

**By Jeff Holzhausen**

MIDLAND, MI, JULY 15

The Polka Dots Motorcycle Club paid tribute, in the form of a half-mile race at the Midland County Fairgrounds, to one of their founding members, Jack Mayer Sr., one of the most influential people in Michigan racing circles, who passed away in February.

Mayer was instrumental in acquiring the use of the Midland County Fairgrounds as a site for flat track racing. The fair board refused to allow motorcycle racing on the track for years. The excuses were many, and often as transparent as a tearoff. After dozens of meetings, the board finally relented. The two entities have since enjoyed a good relationship.

Mayer was largely responsible for the success of motocross in the state, as the Polka Dots developed one of the first and best tracks in Michigan, holding the first professional MX in Michigan in 1973 and three 125cc Nationals in the mid '70s. Mayer also had a big hand in ice racing, including several National Championship events. As well as promoting, Jack enjoyed competing himself.

In all, 146 racers attended the event to determine who was the fastest in each of the 23 classes.

The Pro-Am class featured a $2000 purse, which came courtesy of several local businesses. In the feature, 16-year-old Jeff Randolph pulled away early and never looked back, taking a lion's share of the money. Rob Williams, Danny Noelseh, Doug O'Boyle and Jack Mayer Jr. Followed in that order.

The 251-400cc Open class was very exciting also as John Bellier took the checkered flag followed by Dale Cooper, Tim Hoeldthe and Ted Brindly.

Bryan Bigelow was a double winner, piloting his Rotax-powered mount to the 505cc Open Single win and pushing his Harley-Davidson to the 501cc Open Twin victory.

### Results

0-50 (4-6): 1. Andy Vincent (Itj); 2. Travis Myers (Yam).

0-50 (7-8): 1. Carter Myers (LEM).

0-65: 1. Logan Myers (Kaw); 2. Thomas Link (Kaw); 3. Doug Lawrence (Kaw); 4. Anthony Oakley (Kaw); 5. Jimmy Hewson (Kaw).

0-85: 1. Henry Wiles (Yam); 2. K.C. Knodel (Hon); 3. Bryan Smith (Kaw); 4. Thomas Link (Yam).

101-200 OPEN: 1. James Krell (Kaw); 2. Brice Edmonds (Kaw); 3. Bryan Hoeldyke (Suz).

201-250 OPEN: 1. Daniel Kauffman (Yam); 2. Patrick Towler (Hon); 3. Eric Hubbard (Kaw); 4. Joey Howard (Hon); 5. Kurt Sitts (Yam).

251-400 OPEN: 1. John Belliel (Yam); 2. Dale Cooper (Bul); 3. Tim Hoeldyke (Hon); 4. Ted Brindley (Suz); 5. Scott Foutch (Yam).

401-504 A: 1. Stephen Barnett (Hon); 2. Cory Clare (Rtx); 3. Glen O'Boyle (Hon); 4. Daniel Dryer (Hon); 5. Roger Depue (Hon).

401-504 B: 1. James Hausolf (Hon); 2. Rugg Foltz (Hon); 3. Mark Digard (Hon); 4. Bryon Boman (Hon); 5. Michael Williams (H-D).

501 OPEN TW: 1. Bryan Bigelow (H-D); 2. Jack Warren (Tri); 3. William Wertz (Tri); 4. Merlyn Wertz (Tri); 5. Dennis Bellor (Yam); 5. Doug Lawrence (Yam).

505 OPEN SGL: 1. Bryan Bigelow (Rtx); 2. Chris Huss (Rtx); 3. Dan Crawford (Rtx); 4. Chris Grzanoswki (Rtx); 5. Eugene Copeland (Rtx).

651-OPEN: 1. Robert Bock (H-D); 2. Glenn Sasse (H-D); 3. Douglas Foust (Yam); 4. Dean Howard (Yam); 5. John Vanassche (Kaw).

125-250 DTX: 1. Eric Hubbard (Kaw); 2. James Krell (Kaw); 3. Joey Howard (Hon); 4. Brice Edmonds (Kaw); 5. Keith O'Boyle (Kaw).

L/W SC: 1. John Schneider (Rtx); 2. Glenn Sasse (Rtx); 3. Mark Fryer (Hon); 4. John Vanassche (Hon); 5. Mark Foust (Hon).

PRO-AM: 1. Jeff Randolph (Rtx); 2. Rob Williams (Rtx); 3. Danny Koelseh (Rtx); 4. Doug O'Boyle (Rtx); 5. Jack Mayer Jr. (Rtx).

SR 40+: 1. Merlyn Wertz (Tri); 2. Dan Crawford (Rtx); 3. Mark Davidson (H-D); 4. Rick Gumby (Rtx); 5. John Zwerican (Hon).

VET: 1. Patrick Towler (Hon); 2. Brian Hewson (Hon); 3. Mark Digard (Hon); 4. Daniel Dryer (Hon); 5. Rugg Foltz (Hon).

VINT: 1. John Belliel (Yam); 2. Tim Hoeldtke (Hon); 3. Dale Cooper.(Bul); 4. Ted Brindley (Suz); 5. Scott Foutch (Suz).

## Arbuckle ST Taylor-made

**By Nicalee Sowders**

WOODFORD, OK, JULY 1

Kurtis Taylor took the spotlight at the Arbuckle Speedway short track by winning both the Dash for Cash and the Open Expert feature.

When the Dash for Cash rolled around, Taylor wasted no time taking the holeshot and lead, and keeping them for good.

Taylor had a tougher time in the Open Expert main when Scott Deubler grabbed the holeshot. Taylor played catch up, as did Chris Reid and Daniel Hammond. Finally, Taylor put on a charge toward the front, breaking away from midpack to catch Deubler and make the pass. By the end of the 10-lap main event, Taylor was first, Reid was second and Hammond was third.

In the biggest Amateur class of the evening, the Open Amateur class, Gaither's Cycle Shop-sponsored Eddie Cook took the holeshot and led flag to flag for the win. The real battle was for second place between Chris Harter and Chuck Bachman. By the last lap, Harter put his Yamaha 500 in front of Bachman's Kawasaki for the second-place finish.

### Results

DASH FOR CASH: 1. Kurtis Taylor (Rtx); 2. Scott Deubler (Rtx); 3. Daniel Hammond (Rtx); 4. Chris Reid (Rtx); 5. Jason Tyer (Hon).

P/W: 1. John Dealminana (Yam); 2. Bret Sowders (Yam); 3. Justin Russell (Yam); 4. Beth Harter (Yam).

65: 1. Shawn Hansen (Kaw); 2. Charlie Gaither (Hon); 3. Jason Clark (Hon).

80: 1. John Dealminana (Kaw); 2. Shawn Hansen (Suz); 3. Bret Sowders (Yam); 4. Katie Harter (Hon); 5. Allison Harter (Yam).

125: 1. Ray Arnold (Yam); 2. Brian Collins (Yam); 3. David Massey (Yam); 4. George Massey (Yam).

250: 1. Mark Witham (Hon); 2. David Key (Yam); 3. Ray Arnold (Yam).

250 EX: 1. Frank Bardaro (Kaw); 2. Jason Tyer (Hon).

WMN: 1. Katie Harter (Hon); 2. Allison Harter (Yam); 3. Becky Latimer (Yam).

OPEN AM: 1. Eddie Cook (Yam); 2. Chris Harter (Yam); 3. Chuck Bachman (Kaw); 4. Loy Hendricks (Hon); 5. Bobby Dealminana (Yam).

OPEN EX: 1. Kurtis Taylor (Rtx); 2. Chris Reid (Rtx); 3. Daniel Hammond (Rtx); 4. Scott Deubler (Rtx); 5. Jason Tyer (Hon).

PRO TW: 1. Danny Hammond (Yam); 2. Frank Bardaro (Kaw); 3. Rocky Curry (BSA); 4. Ron Stone (Tri).

## Porter wins Norden AHRMA Trial

**By Matt Hilgenberg**

NORDEN, CA, JULY 9

Yamaha-mounted Jim Porter won the Modern Classic Master class during round seven of the American Historic Racing Motorcycle Association/British Bike Magazine National Trials Series at Donner Ski Ranch.

Donner has a diverse selection of terrain - it's mostly rocks, including everything from giant granite slabs to bowling-ball-sized boulders. But also there are streams, some mud and slippery pine needles. This year featured another variable in the form of snow. A huge winter snowfall and a cold spring put the event somewhat in doubt until the week prior to it. The streams and runoff areas all had plenty of water, and there were several snow crossings on the loop as well as an all-snow section.

Porter ended the day with 49 points, edging out Jeff Naff and Bob Williams Jr., who tied with 53 point rides, with Naff taking the runner-up spot with 12 cleans to Williams' 11.

Modern Classic Expert winner Steve Kusanovich had the day's most decisive win, scoring three points to the 24 of second-placed Scott Chapman. Brid Caveney was an additional mark back in third.

Two of the three Premier Lightweight classes were won by riders on borrowed bikes. Chris Makynen rode Mike Atkins' BSA C15 to the Advanced class win while Terry Sterrett piloted a Speed & Sport-built Triumph Cub to the Premier Lightweight Expert victory.

**Results**

L/W MSTR: 1. Ken Marecak (Tri) 61 points; 2. Kim Proctor (Tri) 10.
PREM L/W EX: 1. Terry Sterrett (Tri) 26; 2. John Geer (Gre) 96.
PREM L/W ADV: 1. Chris Makynen (BSA) 8.
PREM H/W MSTR: 1. Steve Darrow (AJS) 3; 2. Matt Hilgenberg (Ari) 9/26 cleans; 3. Mike Atkins (Nor) 9/24.
PREM H/W EX: 1. Ernie Stair (AJS) 39; 2. Peter Ford (BSA) 76.
PREM H/W ADV: 1. Derrell Johnson (R-R) 22.
PREM H/W RGD MSTR: 1. Ken Dodge (Mat) 20.
PREM H/W RGD ADV: 1. Lynn Boyer (Tri) 14; 2. Ed Meagor (BSA) 18.
MDRN CLSSC MSTR: 1. Jim Porter (Yam) 49; 2. Jeff Naff (Hon) 53/12; 3. Bob Williams Jr. (Yam) 53/11.
MDRN CLSSC EX: 1. Steve Kusanovich (Yam) 3; 2. Scott Chapman (Kaw) 24; 3. Brid Caveney (Bul) 25; 4. Doyle Cook (Bul) 18; 5. Larry Warren (Bul) 39.
MDRN CLSSC ADV: 1. Jack Monger (Hon) 3/29; 2. Joe Floyd (Yam) 3/29; 3. Jim Miller (Bul) 8; 4. Rod Brasel 17; 5. Alun Parry (Yam) 18.
MDRN CLSSC BEG: 1. Jim Bowman (Hon) 20; 2. Karen Miller (Yam) 26; 3. Frank Ydiando (Hon) 33.
WMN: 1. Denise Stanley (Yam) 26.
YTH: 1. Tara Kusanovich (Yam) 50.
TW SHK BEG: 1. Ladona Willis (Bet) 32.
SGL SHK MSTR: 1. Craig Larsen (Mon) 82.

## Bonace stomps competition at Holeshot MX

**By Mark Kromer**

LINESVILLE, PA, JULY 23

Tony Bonace continued his winning ways in 125cc Expert-class racing during part one of the Competition Riders of America's Summer Nationals held at Holeshot Raceway.

With well over 300 riders competing in Saturday night's race, riders in every class found the competition to be fierce. Bonace raced against a field of 15 riders made up of both Expert- and Novice-level competitors.

Tony Marzano poured it on to take the first-moto holeshot, but Bonace quickly made his way around to put a small margin on the rest of the pack. The just-passed Marzano soon fell victim to Mike Damratoski, who was competing for the second time on a 125 and was on a rampage for the lead.

Though Damratoski seemed to have risen to the challenge facing him, he suffered a major setback as he went down in a sharp hairpin turn, letting several riders by. Quickly up, Damratoski wasted no time putting the moves on Novice rider Jones and moved on to take care of business with Glista and Marzano. For four laps, Glista and Marzano changed places at least once a lap, making it nearly impossible for Damratoski to pass.

Damratoski played it smart, as he bided his time until the fight between Glista and Marzano subsided, in a wise attempt to avoid another crash. He made the easy move on Glista and Marzano, but time ran out, forcing Damratoski to settle for second behind Bonace.

In moto two, Bonace was again off the gate first. By the end of the first lap, Damratoski worked his way into second, once again aiming for Bonace. In a replay of the first moto, Damratoski went down in the same place, this time dropping back to sixth place and giving Bonace another chance to run away with the lead. Damratoski remounted and set out for the leaders, but simply ran out of time; he finished second, leading Glista, Jones and Dave Kacmar across the line.

**Results**

P/W (4-6): 1. Dustin Sefton (Yam); 2. Aaron Maxwell (Yam); 3. Brad Twining (Yam); 4. Jeremi Huff (Suz); 5. Shawn Alleshouse (KTM).
P/W (7-8): 1. Broc Hepler (KTM); 2. George M. Baker III (Cob); 3. Joe Rice (Yam); 4. Matt Healy (Kaw); 5. Troy Gould (Kaw).
60: 1. Broc Hepler (Kaw); 2. David Maxwell III (Kaw); 3. Gary Cottrell (Kaw); 4. Matt Healy (Kaw); 5. Troy Gould (Kaw).
SR MINI: 1. Jason Hermann (Kaw); 2. Rayn Edison (Yam); 3. Tig Rowles (Suz); 4. Keith Ferry (Kaw); 5. Cooper Sherman (Yam).
S/MINI: 1. Tig Rowls (Suz); 2. Keith Ferry (Kaw); 3. Kirk Woznek (Hon); 4. Jeremy Beals (Kaw); 5. Joe Mayerchak Jr. (Yam).
125 SCHBY: 1. Freddy Henderson (Hon); 2. Justin Sabo (Kaw); 3. Ean Eichler (Hon); 4. Jeff Reisenweber (Suz); 5. Jesse Calvert (Hon).
25+: 1. Pete Maurice (Suz); 2. Scott Smith (Hon); 3. Randy Hale (Suz); 4. Johny Young (KTM); 5. Steve Wilmington (Kaw).
SR I: 1. Randy Hale (Suz); 2. George Baker (Hon); 3. Chris Kriebel (Suz); 4. Jim Cipullo (KTM); 5. Steve Wilmington (Kaw).
SR II: 1. Dan Morgan (KTM); 2. Greg Volpe (Hon); 3. Larry Hinds (Kaw).
SR III: 1. Lucky Vines (Hon).
BMBR: 1. Will Rulong (Kaw); 2. Eric Williams (Hon); 3. George Traut (Hon); 4. Jarrett Reeves (Hon); 5. Larry Decith (Hon).
VINT: 1. Arthur Mazzei (Hon).
125 C I: 1. David Maxwell (Hon); 2. Justin Sabo (Kaw); 3. Shaine Lewis (Yam); 4. Joe Pepicello (Suz); 5. Mike Rice (Yam).
125 C II: 1. James Odum (Hon); 2. Chuck Bartz (Yam); 3. Lewis Cooke (Suz).
125 B: 1. Nate Glista (Hon); 2. David Jones (Kaw); 3. Dave Kacmar (Hon); 4. Jason Slammer (Suz); 5. B.J. Cufr (Yam).
125 A: 1. Tony Bonace (Hon); 2. Mike Damratoski (Hon); 3. Tony Marzano (Yam); 4. Mike Clingon (Hon).
250 C: 1. Shawn Leddon (Suz); 2. Jaosn Kllem (Suz); 3. Brent Doolittle (Hon); 4. Chris Horvath (Hon); 5. Rick Kifer (Hon).
250 B: 1. Scott Smith (Hon); 2. Dave Kacmar (Hon); 3. B.J. Cufr (Yam); 4. Michael Bowersox (Kaw); 5. Jason Alworth (Hon).
250 A: 1. Mike Damratoski (Hon).
EXTRA: 1. Tony Bonace (Hon); 2. Nate Glista (Hon); 3. George Baker (Hon); 4. Mike Pinchak (Hon); 5. Jason Weeston (Hon).
OPEN B/C: 1. John Delbalso (Hon); 2. Dan Morgan (KTM); 3. Chip Lubinicki (Kaw); 4. John Pappa (KTM); 5. Tom Whiteley (KTM).


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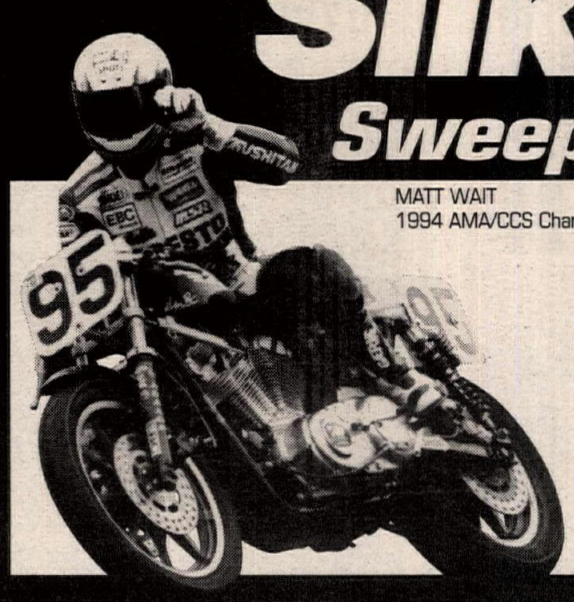
## Sweeps Brainerd



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- ✓ All Amateurs & Vet Pros will race 2 motos each day per class; combined scores of both days determines overall class champion
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Pre-Entry Fees:
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- ✓ Amateurs: $50 per class (Post $65 per class)
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Gate fees for the Mini Nationals will be $10.00 per person/PER DAY, Fri-Sunday.

Camping fees are $10.00 per vehicle for the entire weekend if you plan on staying overnight at the park.



# RACE NOTES

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CYCLE NEWS

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# EVENTS

Jim Sisemore (left) dices with Bob Hicks (right) at Fast Fridays' Auburn Speedway. Sisemore collected both the Handicap and Scratch main-event wins on July 21.

## Schnells fast at Perris MX

**By Tony Alessi**

PERRIS, CA, JULY 22

The Schnell brothers, Greg and Eric, teamed up and dominated the racing action in both the Pro and Intermediate classes during round three of the GFI Win a Truck night series held at Perris Raceway.

Greg Schnell is making quite a name for himself as was evident by his aggressive riding during both 125cc Pro races.

Schnell battled with Spud Walters for the better part of the two races, but Schnell's main opposition was not Walters - or any of the other Pros, for that matter. Instead, it was the Intermediate riders who started on the second gate. Schnell had to deal with these backmarkers in each moto and lapped nearly half of them en route to his decisive victories.

Greg's younger brother, Eric, handled the Intermediate ranks by posting an awesome four-moto sweep of both 125 and 250cc Intermediate classes. Schnell's speed was unequaled as he topped Gabe Bolivar and Jiri Dostal in the 125cc class and Jerry Aleman and Dave Farrier in the 250s.

John Sanders posted a well-earned victory in the 125 Novice ranks.

The first moto saw Yamaha-mounted Mike Todd run away from the pack after heavy favorite and early race leader Brian Reichel crashed out.

Sanders was impressive late in the race when he charged through the field and made a slick pass on both John Grucella and Jake Gribbon on the final lap for second place.

Sanders came out swinging in the all-important second moto and led the race from the drop of the gate to the finish-line flag for the moto and overall win. Gribbon gave chase the entire moto but was unable to crack Sanders' concentration and subsequently finished second in front of Mike Todd and Novice-class debutant Ryan Vanderveen.

**Results**

50 STK (4-6): 1. Jeff Alessi (KTM); 2. Ryan McClintock (KTM); 3. Cole Seely (Yam); 4. Jon McCarthy (Yam); 5. Brian Hiner (Yam).

50 STK (7-8): 1. Mike Alessi (KTM); 2. Gerald Rodriquez (Yam); 3. Garrett Williams (Yam).

50 OPEN: 1. Erik Coleman (Yam); 2. Christopher Drouin (Yam); 3. Christopher Abernathy (LEM); 4. Melinda McGinnis (Yam).

60 1ST TIMER: 1. Warren Davis (Kaw).

60 BEG: 1. Tyler Duncan (Kaw); 2. Kyle Foltz (Kaw); 3. Kelly Tedder (Kaw); 4. Devin Hunter (Kaw); 5. Justin Lavoie (Kaw).

60 NOV: 1. Carlos Gonzalez (Kaw); 2. Donald Chollar (Kaw).

60 INT: 1. Joshua Grant (Kaw).

60 OPEN: 1. Cale Wallace (Kaw).

80 1ST TIMER: 1. Joshua Brown (Yam); 2. Adam Quintard (Yam).

80 BEG: 1. Kevin Gahan (Suz); 2. Bryan Blagg (Yam); 3. Cole Sleeter (Yam); 4. Derrick McClintock (Suz); 5. Brandon Hamlett (Kaw).

80 NOV: 1. Nick Alvarez (Hon); 2. Ryan Long (Yam); 3. Shawn Scott (Suz); 4. Daton Beavers (Hon); 5. Cliff Jennings (Kaw).

80 INT: 1. Chris Rogers (Suz); 2. Shane Bess (Kaw); 3. Levi Reid (Yam); 4. Michael Sleeter (Yam).

80 OPEN: 1. Jonathan Shimp (Suz); 2. Tim Langdon (Kaw).

125 BEG: 1. Dino Reger (Suz); 2. Giorgio D'Alessandro (Kaw); 3. Warren Klure (Kaw); 4. Scott Johnson (Kaw); 5. Bob Woolsey (Suz).

125 NOV: 1. John Sanders (Suz); 2. Mike Todd (Yam); 3. Jake Grucella (Hon); 4. Lance White (Kaw).

125 INT: 1. Eric Schnell (Suz); 2. Gabe Bolivar (Hon); 3. Jiri Dostal (Suz); 4. Jerry Aleman (Yam); 5. John Emerson (Suz).

125 PRO: 1. Greg Schnell (Suz); 2. Spud Walters (Suz); 3. E.J. Wright (Hon); 4. Chris Wheeler (Suz); 5. Dustin Nelson (Kaw).

250 BEG: 1. Todd Moore (Hon); 2. Justin Jones (Kaw); 3. Tim Ryker (Kaw); 4. Mike Ladiew (Hon); 5. Erik Weber (Suz).

250 NOV: 1. Kevin Hanrahan (Hon); 2. David Queyel (Hon); 3. Craig Williams (Hon); 4. Dayne Brassard (Yam); 5. Kaipo Chung (Yam).

250 INT: 1. Eric Schnell (Suz); 2. Jerry Aleman (Yam); 3. David Ferrier (Suz); 4. Jason Fields (Suz); 5. David Hughes (Suz).

250 PRO: 1. Dustin Nelson (Kaw); 2. Gordan Ward (Kaw); 3. Shay Fretwell (Hon); 4. Larry Linkogle (Hon); 5. Tony Sulli (Hon).

500 BEG: 1. Glenn Perry (Hon); 2. Jason Higgins (Kaw); 3. Robert Lagos (Hon).

25+ BEG: 1. Tim Ryker (Kaw); 2. Bob Arthur (Yam); 3. Jim Ruonala (Yam); 4. John Hockett (Kaw); 4. Steve Estey (Kaw).

25+ NOV: 1. Paul Wright (Yam); 2. Eric Hameister (Yam); 3. Pete Marino (Yam); 4. Charles Gonzalez (Suz); 5. Dennis Gallagher (Suz).

25+ INT: 1. Randy Danylo (Suz); 2. Paul Kellen (Yam).

30+ BEG: 1. Steve Berg (Yam); 2. Greg McCarthy (Hon); 3. Jim Ruonala (Yam); 4. Dave Harryman (Kaw); 5. Brad Brown (Yam).

30+ NOV: 1. Jeff Gianni (Suz); 2. Shawn Heit (Yam); 3. Dennis Gallagher (Yam); 4. Mark Stroup (Yam); 5. Bobby Doty (Yam).

30+ PRO: 1. Willie Phee (Hon).

35+ NOV: 1. Jeff Gianni (Suz); 2. Louis Soto (Suz); 3. Pryor Campbell (Yam); 4. Greg Pagan; 5. Bruce Mortensen (Kaw).

35+ INT: 1. Daniel Scharf (Kaw); 2. Greg Mazzio (Yam); 3. Dave Simon (Kaw); 4. Mark Stroup (Yam); 5. Jack Phinn.

40+ NOV: 1. Robby Bland (Hon); 2. Bill Warren (Kaw).

40+ INT: 1. Dan McClintock (Yam); 2. Frank Hamlett (Hon); 3. Mark Moore (Suz).

## Sisemore doubles up at Auburn Speedway

**By Gen Moore**

AUBURN, CA, JULY 21

Jim Sisemore scored victories in both the Handicap and Scratch main events at the Gold Country Fairgrounds.

Chad Felicio, the only rider not starting from the 50-yard line, led the Handicap main event until the white-flag lap. Bart Bast, Louis Kossuth, Jim Sisemore, Bob Hicks and Bob Hedden all came off the 50 like a pack of hungry lions in search of prey. Sisemore and Hedden rode side by side for most of the race and were soon at the front of the pack chasing the leader. Bast and Hicks held down the fourth and fifth spots, respectively.

Down the back straight on the last lap, Sisemore used the inside line and powered past Felicio to steal the win, but Hedden had to wait until the last corner to get by after Felicio made a slight bobble and dropped to third.

Bast, Sisemore, Hicks and Hedden would go at it again when they lined up for the Scratch main. The race was almost a rematch of the Handicap main as Hedden, Sisemore and Bast went three abreast into the first corner, with Hicks bringing up the rear. Hedden got a great drive, came out in first place and continued to lead for two more laps. But as the riders crossed the line in a bunch on lap three, Hedden suddenly held up his hand to signal that his motor had quit. Sisemore took over and led the rest of the way while Hicks passed Bast for second. CN

**Results**

HDCP: 1. Jim Sisemore (Jaw); 2. Bobby Hedden (Jaw); 3. Chad Felicio (Jaw); 4. Bart Bast (Jaw); 5. Bob Hicks (Jaw).

SCRATCH: 1. Jim Sisemore (Jaw); 2. Bob Hicks (Jaw); 3. Bart Bast (Jaw); 4. Bob Hedden (Jaw).

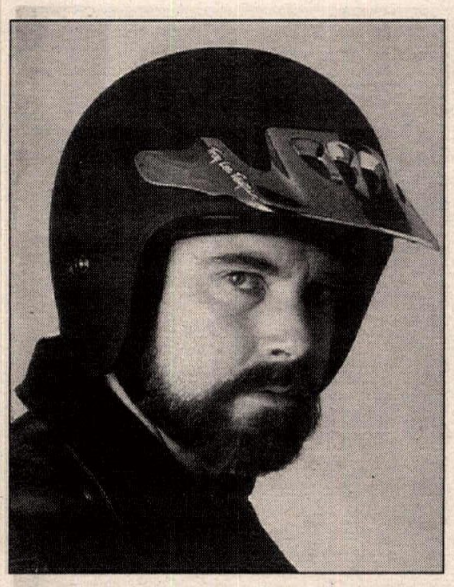
D-2: 1. Sean Conley (Jaw); 2. George Snodgrass (Jaw); 3. Chuck Lane (Jaw).

D-3: 1. Mike Gillespie (Jaw); 2. Josh West (Wes); 3. Mack Baggley (Jaw).

JR D-1: 1. Billy Janniro (Wes); 2. Matt Proto (Wes); 3. Jimmy Martinez (Wes).

JR D-2: 1. Chris Kerr (Tri); 2. Rachalle Kerr (Hon); 3. Eric Veale (Tri).

## NEW PRODUCTS



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For those of your who are just an inch short of "cool enough," **Troy Lee Designs** introduces **The Chrome Biker Visor**. The visor is constructed of polypropylene plastic for durability, and features a universal snap attachment that fits all "three-snap" helmets. It blocks the sun's rays and has a ventilated, lightweight design intended to equalize air pressure and allow the helmet to stay stable at high speeds. The suggested retail price is $24.00 (available in black for $22.00), and includes two Troy Lee Designs logo stickers. For more information contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Circle, Corona, CA 91720, 909/371-5219.

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Riders looking for a tire that can handle everyday street trips as well as the occasional off-road excursion may need to look no further than the new **Dunlop Trailmax Dual Sport**. Featuring tough nylon-ply construction, it features a high-contact, directional semi-lug pattern and multiple edges for increased off-road grip. Speed-rated for street use and fully DOT-approved, the Trailmax is suitable for a wide range of new and late-model bikes. Available Trailmax sizes include the 90/90-21 front and 130/80-17, 140/80-17, 120/90-18 rears, and carry a suggested retail price starting at $107.16. For more information contact your local dealer or Dunlop Tire Corporation, Dept. CN, PO Box 1109, Buffalo, NY 14240, 716/639-5200. CN


LABOR DAY WEEKEND

Friday, September 1st
Saturday, September 2nd
Sunday, September 3rd

PRO AMA Racing

Friday: Practice
Saturday: Amateur Racing
Sunday: Pro Race

12 mi. east of PA Tpk on Rt.22 near Delmont. Rt. 66 north 3 mi., then right on Slickville Rd. half mi. approx. (before VW on Pole)
Info. (304) 594-1157

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D.I.D's Gold Premium X-Ring Series chains were designed with the same O-Ring technology as our Exclusive Racing Series **520ERV2** and **530ERV** chains. The **520VM** and **530ZV** chains were created to meet the strength requirements of today's high performance street riders. For the ultimate in sport bike chain, ask your dealer for D.I.D's distinctive looking Gold Premium X-Ring Series.

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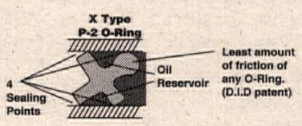


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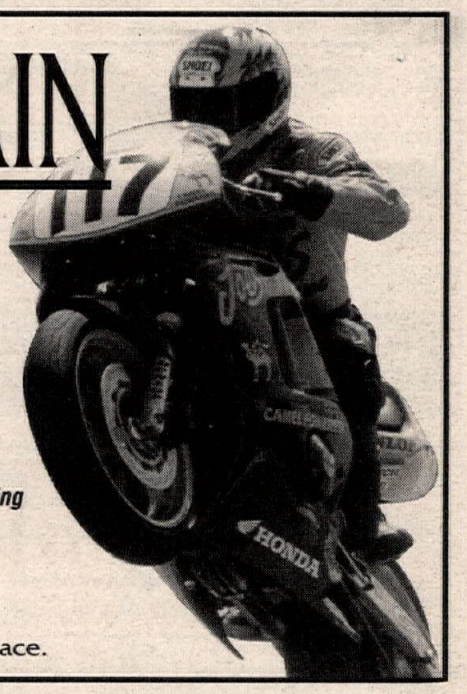
Smokin' Joe's Racing (520ERV2 equipped)



AMA National 600cc SuperSport Race at Laguna Seca:
Smokin' Joe's Racing / Miguel DuHamel, 1st Place; Mike Hale, 2nd Place.

HINES RULES JUNGLE WITH TORCO POWER

HILO, HAWAII – May 27-28 — Kevin Hines emerged on his CRE 250 from the jungles of the Big Island of Hawaii as the overall winner of the torturous Mauna Kea 200 Enduro. Congratulations Kevin.

Kevin relied on Torco's GP-7 Smokeless formula for more horsepower and torque output. Remember, where there's no smoke, there's more fire power. GP-7 burns clean, no oil dripping from the tailpipe. Try Torco — you'll be glad you did!

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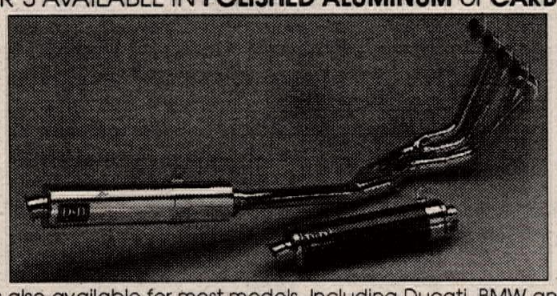

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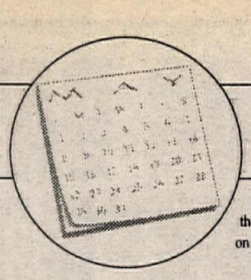

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### World Championship Road Race Series
8/20 Brno, Czech Republic, Rnd 10
9/3 Monza, Italy, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

### World Championship Superbike Road Race Series
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

### World C'ship 125cc MX Series
8/13 Reil, Germany, Rnd 12

### World C'ship 250cc MX Series
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

### World C'ship 500cc MX Series
8/6 Namur, Belgium, Rnd 9
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

### World C'ship Trials Series
8/20 Helsinki, Finland, Rnd 10

### World C'ship Individual Speedway Series
8/12 Linkopink, Sweden, Rnd 4
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

### Motocross des Nations
9/10 Sverepec, Czechoslovakia

### Trials des Nations
9/24 Piesting, Austria

### International Six Day Enduro
9/18-23 Jelenia Gora, Poland

### AMA Grand Nat'l C'ship Series
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25

### AMA 600 Nat'l C'ship Dirt Track Series
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

### AMA Harley-Davidson 883 Dirt Track Series
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17

### AMA Regional Dirt Track C'ship Series
8/10 Rapid City, SD, Rnd 9
8/25 Greenville, OH, Rnd 10
9/8 Castle Rock, WA, Rnd 11
9/8 Hagerstown, MD, Rnd 12

### AMA 125/250cc Nat'l C'ship MX Series
8/6 Washougal, WA, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

### AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

### AMA Superbike Nat'l Championship Series
8/13 East St. Louis, IL, Rnd 9
8/27 Sonoma, CA, Rnd 8
9/24 Chandler, AZ, Rnd 10

### AMA National Championship Hare Scrambles Series
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

### AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

### AMA Nat'l Championship Hillclimb Series
8/6 Jefferson, PA, Rnd 7
8/13 Danville, WV, Rnd 8
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

### AMA/NATC National C'ship Observed Trials Series
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

### AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

### AMA C'ship Mid South Summer Hare Scrambles Series
8/20 Mannington, KY
Info 615/859-0873

### AMA/Prostar C'ship Drag Race Series
8/11-13 Rockingham, NC
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

### NMA Grand National Championships
8/1-5 Ponca City, OK
Info 310/868-8112

### AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

### Championship Cup Pro-Am Series
**Florida Region**
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
9/15-17 Braselton, GA
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

**Great Lakes Region**
8/4-6 Braselton, GA
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

**Mid-West Region**
8/4-6 Braselton, GA
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

**Southeast Region**
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/15-17 Braselton, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL

**Great Plains Region**
8/4-6 Braselton, GA
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

**Mid-Atlantic Region**
8/12-13 Braselton, GA
9/15-17 Braselton, GA
*10/21-22 Daytona, FL

**Northeast Region**
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

**Southwest Region**
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

### * WERA Sportsman Championship Series
**Mid-Atlantic Region**
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

**Southeast Region**
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

**North Central Region**
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI *
9/30-10/1 Mt. Meridian, IN

**Mid-Central Region**
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

**South Central Region**
8/5-6 College Station, TX
9/2-3 Hellett, OK
9/30-10/1 College Station, TX
Info 803/681-9372
* Tentative

### * WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

### * WERA National Challenge Series
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

### Sunoco Formula USA Series
*8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
* EBC Triple Crown Round

### * WERA Nat'l Vintage Series
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Braselton, GA, Final
Info 803/681-9372
* Tentative

### North American Super Bike Series
8/4-5 Elkhart Lake, WI
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

### AHRMA Historic Cup Series
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

### AHRMA SOS/BOT/BEARS Series
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

### AHRMA Vintage Iron National MX Series
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

### AHRMA Classic Bike Magazine Dirt Track Series
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

### AHRMA British Bike Magazine Trials Series
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

### AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

### AHRMA West Regional MX Series
9/24 Fernley, NV
10/8 Pala, CA
10/22 Hollister, CA
11/5 Tulare, CA

### AHRMA So. Cal. MX Series
10/8 Pala, CA

### AHRMA Nor. Cal. MX Series
8/27 Monterey, CA

9/24 Fernley, NV
10/22 Hollister, CA

**NETRA C'ship Enduro Series**
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

**NETRA Championship Hare Scrambles Series**
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

**NETRA Turkey Run Series**
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

**NETRA Championship Junior Enduro Series**
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

**SERA Enduro Series**
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

**SERA Hare Scrambles Series**
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

**ECEA C'ship Enduro Series**
8/6 Middlebury Center, PA
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

**ECEA Championship Hare Scrambles Series**
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

**ECEA Dual Sport Series**
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

*** Broz Financial Ltd. Vintage Classics VIII Dirt Track Series**
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

**Black Jack Enduro Circuit**
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

**EEA Eastern Championship Enduro Series**
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

**RMEC C'ship Enduro Circuit**
8/6 Woodland Park, CO
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

**New York State C'ship Hare Scrambles Series**
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

**North Eastern Cross Country Series**
8/6 Little Genessee, NY
8/13 Rew, PA
8/20 Little Falls, NY
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Newark, NY
10/1 South Edmonsten, NY
Info 716/933-7230 or 716/335-2692

**AMA Hot Summer Nights C'ship MX Series**
8/12 Calhoun, GA
8/19 Lenoir City, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425

**Mid East Hare Scrambles Series**
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

**Virginia C'ship Hare Scramble Series**
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

**Carolina Virginia Observed Trials Club Series**
8/6 Columbia, VA
9/24 Axton, VA
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

**Arkansas Hare Scrambles Championship Series**
8/13 Crossroads, AR
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

**KORR Hare Scrambles Championship Series**
8/12 Marion, KS
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

**KORR Motocross Championship Series**
8/20 Sterling, KS
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

**NMRA Drag Race Series**
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

**Canadian Supercross Series**
9/23 Montreal, Quebec
Info 416/363-9035

**CMA Dirt Track National Series**
8/12 Trois-Rivieres, Quebec
9/1 Quebec, Quebec

**CMA/ASM Castrol Canada Cup Superbike Series**
8/12-13 Calgary, Alberta
9/2-3 Alma, Quebec

**Golden Crown of Baja Off Road Desert Series**
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

**Gran Prixs de Baja Series**
9/1-2 Tecate Gran Prix Tecate, B.C., Mex.
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

**LaPlaya MX/GP Series**
8/13 Rosarito, B.C., Mex.
10/1 Rosarito, B.C., Mex.
12/3 Rosarito, B.C., Mex.
Info 011/52-661-22525

**No. Calif. Mini Road Racing Assoc. Series**
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

**CMRRA 50cc-125cc C'ship Road Race Series**
8/13 Perris, CA
8/26 Perris, CA
9/10 Perris, CA
9/23-24 Phoenix, AZ
10/8 Perris, CA
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

**MAMRRA YSR C'ship 50cc-86cc Series**
8/13 Hampton, VA
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

**SRAC State C'ship Series**
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

**NESC C'ship Motocross Series**
8/6 Middleboro, MA
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

**New England Trials Association Series**
8/5 Ossippee, NH
8/6 Ossippee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

**Yamaha/McDonald's/Fox Pee Wee C'ship Series**
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

**Tucker Rocker Florida Mini-Cycle C'ship Series**
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

**Tucker Rocker Central Florida MC Dealers Series**
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

**South Florida Summer MX Championship Series**
8/6 Orlando, FL
8/20 Ona, FL
8/27 Orlando, FL
9/3 Ona, FL
9/10 Reddick, FL
9/17 Orlando, FL
10/1 Ona, FL

**AMA Fall Classic MX Series**
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

**AMA Mega Series**
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

**AMA No. California Cross Country Series**
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA


$5000.00 Pro-Am Payback Sunday $400 1st Place per Moto

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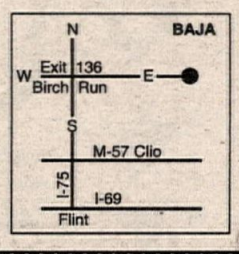


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AMA No. _____ Tel ( ) _____
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CRC California Race Schedule
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| | | |
|---|---|---|
| Sat., Aug. 5 | CRC Night MX | L.A.C.R. |
| Sat., Aug. 12 | CRC Night MX | L.A.C.R. |
| Sat., Aug. 19 | CRC Night MX | L.A.C.R. |
| Sat., Aug. 26 | CRC Night MX | L.A.C.R. |
| Sat., Sept. 2 | CRC Night MX - Combo Series | L.A.C.R. |

Wednesday Practice • 4 p.m.-9 p.m.
Friday Practice • 4 p.m.-9 p.m. L.A.C.R.
CRC Info (805) 272-8889

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# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

11/25 Fallon, NV
Info 408/294-3438

### AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

### AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

### Texas Cross Country Racing Assoc. C'ship Series
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

### Missouri Hare Scrambles C'ship Series
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

### Kansas Hare Scrambles Championship
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

### Sloan Yamaha/U.S. C'ship Team Hare Scramble Series
9/3 Waverly, TN
9/24 Waverly, TN
Info 615/790-3639 or 615/662-2124

### AMA/ District 10 C'ship Hare Scramble Series
8/27 Owneton, KY
9/17 Bedford, KY
Info 606/472-3442

### OCCRA Cross Country Series
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

### Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

### AHRMA Southeastern Regional Trials Series
8/6 Braselton, GA
8/12 Newnan, GA
9/30 Monroe, GA
10/28 Palmetto, GA
Info 404/463-4390

### MRAN Off-Road C'ship Series
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

### OMRRA Road Race Series
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

### RAM C'ship Road Race Series
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

### WSMC Road Race Series
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

### * International Old Timers Motocross Series
9/2-3 Fernley, NV
* Tentative

### Over the Hill Gang National Championship Series
9/16-17 Hollister, CA
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

### Motorcycle Asphalt Racing Series
8/18 Asheboro, NC
9/29 Asheville, NC
10/8 Wiscasset, ME
10/28 Charleston, SC
Info 803/626-7959

### AMA Dual Sport Trail Ride Series
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

### AMA/District 37 Dual Sport Ride Series
8/5-6 Big Bear Lake, CA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 N. Palm Springs, CA
10/29 Hesperia or Lucerne Valley, CA
11/19 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas,
12/10 Newhall, CA
*National Trail Ride Series event
Info 818/249-2141

### Appalachian Dual Sport Series
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

### Rocky Mtn. Dual Sport Series
8/13 Webster, CO
9/13-16 *Steamboat Springs, CO
*National Trail Ride Series event
Info 303/697-8382

### Wild West National MX Series
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

### CMA Bounty Hunter Series
8/5 Los Banos, CA
8/12 Los Banos, CA
8/19 Los Banos, CA
Info 209/673-8080

### CMA Summer Trophy Series
8/4 Madera, CA
8/11 Madera, CA
8/18 Madera, CA
8/25 Madera, CA
Info 209/673-8080

### GFI Night MX Truck Giveaway Series
8/5 Perris, CA
8/12 Perris, CA
8/19 Perris, CA
8/26 Perris, CA
Info 909/698-6996

### CMC Trans-Cal National MX Series
**South Region**
9/17 Adelanto, CA
10/1 Adelanto, CA
10/15 Ramona, CA
10/29 Palmdale, CA
**North Region**
9/10 Carson City, NV
9/23 Marysville, CA
10/7 Sacramento, CA
10/22 TBA
**Oregon Region**
8/27 Albany, OR
9/17 Eugene, OR
9/24 Albany, OR
**Showdown**
11/11 Adelanto, CA
11/12 Adelanto, CA
Info 619/246-7262

### CMC Copper State MX Classic Series
9/16 Cottonwood, AZ
9/23 Glendale, AZ
10/7-8 Sierra Vista, AZ
10/21-22 Eloy, AZ
10/28 Glendale, AZ
11/24-26 Glendale, AZ
Info 602/849-1572

### Lodi Cycle Bowl C'ship Dirt Track Series
8/5 Lodi, CA
8/12 Lodi, CA
8/19 Lodi, CA
Info 209/368-7182

### Northwest 883 Twins Series
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

### Womens World MX C'ships
8/26-27 Ramona, CA
Info: 714/837-3374

**AUGUST**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

**• DENOTES PRO PAYBACK**

### Tues, Aug 1
• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

### Wed, Aug 2
CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Gallia County Fair, Gallipolis. Info: 614/596-2057.

### Aug 4-5
WASHINGTON MOTOCROSS - AMA, AMA Amateur Days, Washougal Motocross Track, Washougal. Info: 503/673-1671.

### Fri, Aug 4
• CALIFORNIA SPEEDWAY - International Speedway, Summer Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/ 363-2653.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

CALIFORNIA SPEEDWAY - Fast Fridays Inc, Track Championship, Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

GEORGIA FLAT TRACK & SHORT TRACK - AMA/AHRMA/Weaver Mechanicals, AHRMA National, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

MICHIGAN MOTOCROSS - Midwest Racing Association, Suzuki Contingency, Milan Cycle City, Milan. Info: 313/289-2100.

• MICHIGAN FLAT TRACK - AMA/Auto City Speedway, asphalt, Clio. Info: 810/687-7384 or 659-0325.

• NEVADA MOTOCROSS - On Trac Events, Dirt Bike & Motocross Action Magazine Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

• TENNESSEE SUPERCROSS - KTMXA/Paris Dirttrackers Inc., Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

### Aug 5-6

CALIFORNIA DUAL SPORT - AMA/Dist 37/Big Bear Trail Riders, San Bernardino National Forest, Big Bear Lake. Info: 909/585-7544 or 585-5095.

MICHIGAN DRAG RACE - AMRA, 5th Annual Michigan All Harley Drags National, Milan International Raceway, Milan. Info: 708/250-0838.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Faribault. Info: 612/224-0222, 507/645-6065.

MONTANA DUAL SPORT RIDE - Rocky Mountain Detours, Bill Gardner Memorial Ride, Beartooth Mountains, Billings. Info: 406/652-7909.

• NEVADA MOTOCROSS - Northern Nevada Cycle Assn. Inc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

WASHINGTON MINI ROAD RACE - SMRC, Pangborn Kart Track, Wenatchee. Info: 206/672-0783.

### Sat, Aug 5

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Truck Giveaway Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - On Track Events, Bishop Fairgrounds, Bishop. Info: 619/872-1570.

FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Fl. Motocross Park, Milton. Info: 904/994-2884.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• ILLINOIS STADIUM MOTOCROSS - AMA/Dist 17/Moto Pro Inc., Megacross Shootout Series, Tri-County Fairgrounds, Mendota. Info: 815/539-9021.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series - Rnd 11/Andy's Honda/Yamaha Day, London. Info: 606/877-1364.

• MEXICO OFF ROAD - San Diego County Sports Committee Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 3/Rancho Santa Veronica Gran Prix, Rancho Santa Veronica, Tecate, Baja Calif. Info: 619/427-5759.

MICHIGAN MOTOCROSS - Mustang Acres, Brighton. Info: 910/229-9719.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

• OHIO SPEEDWAY - Bear Creek Speedway, U.S. Open Speedway, Canton. Info: 216/837-5694.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

### Sun, Aug 6

CALIFORNIA ROAD RACE - AFM, Sears Point Raceway, Sonoma. Info: 510/796-7005.

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Barona Oaks, Ramona. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - CMC, Yamaha Dealers Showdown MX Series, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262l

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• KANSAS MOTOCROSS - Outlaw MX Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MAINE HARE SCRAMBLES - NETRA, Championship Series, Down East, Searsport. Info: 203/875-5757.

MICHIGAN MOTOCROSS - Mustang Acres, Brighton. Info: 910/229-9719.

• MINNESOTA DIRT TRACK - AMA/Omar's Dirt Track Racing Inc., 1/2 mile Pro/Amateur/Youth, Wright County Fair, Howard Lake. Info: 612/593-1283.

• MISSISSIPPI MOTOCROSS - NMMA, Latimer Park MX, Baldwyn. Info: 601/365-8307.

MISSOURI HARE SCRAMBLES - Hilltop Raceway, Sedalia. Info: 314/392-2475.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NEW YORK MOTOCROSS - Claverack Motocross Club, Claverack Motocross Track, Claverack. Info: 518/828-6149.

• OHIO MOTOCROSS - Broken Spokes Cycle Club, New Philadelphia. Info: 216/339-9265.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Delaware County Fairgrounds, Delaware. Info: 614/596-2057.

• OHIO MOTOCROSS - Meadowlarks M/C, Meadowlarks Clubgrounds, Amherst. Info: 216/988-9100.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• WASHINGTON MOTOCROSS - AMA, 125/250 National Championship, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON DUAL SPORT - River City M/C, Sumner. Info: 206/922-9163.

### Aug 7-12

TENNESSEE MOTOCROSS - AMA, Amateur/Youth Nationals, Loretta Lynn Dude Ranch, Hurricane Mills. Info: 419/478-5386.

### Mon, Aug 7

• OHIO MOTOCROSS - AMA/American Motosports Inc., Athens County Fair, Athens. Info: 614/596-2057.

### Tues, Aug 8

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

### Wed, Aug 9

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

### Aug 10-13

OHIO VIRAGO REUNION - AMA/FIM/Virago Owners Club, '95 Family Reunion, Nelsonville. Info: 216/357-8256.

### Thur, Aug 10

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., U.S. Regional Championship, Black Hills Speedway, Rapid City. Info: 605/347-3418.

### Aug 11-13

NORTH CAROLINA DRAG RACE - AMA/Prostar Motorcycle Drag Racing, Ron Ayers Motorsports Summer Nationals, Rockingham Dragway, Rockingham. Info: 205/852-1101.

### Fri, Aug 11

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Rico's Pizza Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

### Aug 12-13

WYOMING MOTOCROSS - Wild West National Motocross Series, Rock Springs. Info: 801/464-5445.

### Sat, Aug 12

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd 6, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 1/2 mile, Portland. Info: 219/486-7172.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man 2-hour, Green Acres, Marion. Info: 316/636-5113.

• KENTUCKY MOTOCROSS - AMA, Midstate MX, Sheltowee Series - Rnd 11/Adventure Sports Day, Lietchfield. Info: 606/877-1364.

:• KENTUCKY SUPERCROSS - KTMXA/Paris Dirttrackers Inc., Lyon Co. Fairgrounds, Eddyville. Info: 901/642-0511.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Erie County Fair, Sandusky. Info: 614/596-2057.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., Pro-Am Championship, Black Hills Speedway, Rapid City. Info: 605/347-3418.


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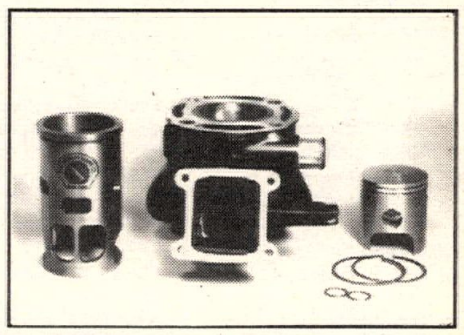

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A Rider For the Riders

| | | |
|---|---|---|
| Wed., Aug. 2 | GFI "WEDNESDAY" Practice Day (3-8pm) | Perris |
| Sat., Aug. 5 | GFI at Night - Truck Giveaway Rnd. #5* | Perris |
| Wed., Aug. 9 | GFI "WEDNESDAY" Practice Day (3-8pm) | Perris |
| Sat., Aug. 12 | GFI at Night - Truck Giveaway Rnd. #6* | Perris |

* Yamaha Contingency Available

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• 600 acres containing over 30 miles of beginner to advanced trails.
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For more information call: (408) 226-5223
Recent storm damage has been repaired; trails are in good riding condition.

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"Air It Out" with AirTime Raceway's 1st Annual Invitation to the Nation
AMA Sanctioned
Tiline, KY
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Track designed by Daring Derek Riley
For pre-entry info: (502) 928-4034

Tell them you saw it in Cycle News.

GLEN HELEN
EVENT CALENDAR
Speedway Racing Every Friday Night

| | |
|---|---|
| Sat., Aug. 5 | MX Practice on Nat'l Track 8:00am till 2:00pm<br>Vintage Closes at 3:00pm |
| Sun., Aug. 6 | Off Road Short Course Car & Truck Race<br>No MX Practice |
| Note: | National Track Closed for Redesign<br>Aug. 7th to Aug. 16th<br>National Track Reopens Thurs., Aug. 17th |
| Thurs., Aug. 10 | PeeWee & Vintage Tracks 8:00am till 7:00pm |
| Sat., Aug. 12 | PeeWee & Vintage Tracks 8:00am till 5:00pm |
| Sun., Aug. 13 | DCR Gran Prix. Gates Open 6:30am |
| Thurs., Aug. 17 | Grand Opening of New National Track<br>8:00am till Dusk |

WHAT'S HAPPENING
CHAPARRAL GRAN PRIX
SEPTEMBER 9th & 10th

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• TEXAS MOTOCROSS - T-N-T Raceway, Idalou. Info: 806/942-3526.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

• WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club, Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

## Sun, Aug 13

ARKANSAS HARE SCRAMBLES - Championship Series, Crossroads, Durham. Info: 501/890-6346.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA GRAND PRIX - Rhino Racing/David Lever, Pozo. Info: 805/489-0694.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay area, Club Moto, Livermore. Info: 408/292-3558.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• FLORIDA MOTOCROSS - Double A Promotions, Stateline Summer Series, Hilliard. Info: 912/729-5483.

ILLINOIS TRIALS - Cahokia Creek Dirt Riders, White City. Info: 217/635-2459.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

MARYLAND MOTOCROSS - AMA/Dist 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

MASSACHUSETTS ENDURO - NETRA, Championship Series, Mudslinger, New Boston. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix - Rnd 3, Cantamar Sand Dunes, Rosarito. Info: 011/52-661-22525.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517.871-3356.

MISSOURI HARE SCRAMBLES - Mo. Dirt, Eleven Hills, Potosi. Info: 314/392-2475.

NEW HAMPSHIRE TURKEY RUN - NETRA, Red Fox, Canaan. Info: 203/875-5757.

• NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, Raceway Park MX, Englishtown. Info: 908/446-7800.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 2, Batavia. Info: 315/597-1241.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 4, Big Valley Raceway, East Palestine. Info: 216/538-2220.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

• OHIO MOTOCROSS - AMA/American Motosports Inc., Delaware County Fairgrounds, Delaware. Info: 614/596-2057.

• OREGON ROAD RACE - Roadracing Association of Motorcyclists, Coos Bay International Speedway, Coos Bay. Info: 503/269-2474.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club, Inc., J.K. Racing, Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - M+G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

PENNSYLVANIA HARE SCRAMBLE - M+G Racing, State Championship, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

VERMONT MOTOCROSS - Vermont Motocross Association, Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367.

WISCONSIN TRIALS - Wisconsin Observed Trials Association Series, Baraboo. Info: 815/232-2731.

## Tues, Aug 15

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

## Wed, Aug 16

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

## Thur, Aug 17

• ILLINOIS FLAT TRACK - Badger Racing Assoc. Club, 1/2 mile, Winnebago Co. Fair, Pecatonica. Info: 414/699-3387.

## Fri, Aug 18

• CALIFORNIA SPEEDWAY - International Speedway, Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Dad's Night Out, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Aug 19-20

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/California Trail Rides, 6th Annual Hi-Sierra 250, Sierra Summit Ski Resort, Lake Huntington. Info: 714/992-9291.

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

ILLINOIS DRAG RACE - AMRA, 7th Annual Gateway All Harley Drags, Gateway International Raceway, Fairmont City. Info: 708/250-00838 or 618/482-5501.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

## Sat, Aug 19

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Truck Giveaway Rnd 7, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• COLORADO SPEEDWAY & SHORT TRACK - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

CONNECTICUT JUNIOR ENDURO - NETRA, Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Fl. Motocross Park, Milton. Info: 904/994-2884.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc, Rawlings. Info: 301/729-6131 or 259-9249.

• NEW HAMPSHIRE SHORT TRACK - AMA/Sideways Promotions, Canaan USA Speedway, Canaan. Info: 508/874-1732.

NEW YORK MOTOCROSS - AHRMA, Claverack MX Track, Claverack. Info: 518/828-6149.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OKLAHOMA MOTOCROSS - RBH Inc., Top Gun National/Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports/I-95 Motocross, I-95 Motocross, Hardeeville. Info: 803/784-2408.

VIRGINIA SUPERCROSS - AMA/Birch Creek Motorsports Inc., Danville. Info: 804/836-3633.

## Sun, Aug 20

• CALIFORNIA MOTOCROSS - Over the Hill Gang, Gorman. Info: 310/864-6875.

• CALIFORNIA TT SCRAMBLES - AMA/D-36/Dinosaur Racing, modern & vintage, Hollister Hills SVRA upper ranch, Hollister. Info: 408/847-2299.

• CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Union, Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• FLORIDA MOTOCROSS - SFMX, County LIne Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Double A Promotions, Stateline Summer Series, Camden County Motocross, Woodbine. Info: 912/729-5483.

ILLINOIS TRIALS - Rock River Riders, Polo. Info: 815/232-2731.

• ILLINOIS DIRT TRACK - Badger Racing Assoc. Club, 1/2 mile, Henry Co. Fairgrounds, Cambridge. Info: 414/699-3387.

• INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 600 National Championship/Half Mile Pro Race, Converse Fairgrounds, Converse. Info: 219/486-7172.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Lake Perry ORV area, Lake Perry. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Mannington. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEW HAMPSHIRE HILLCLIMB - AMA/New England Hillclimbers Assoc. Inc., Lebanon. Info: 413/2267-4713.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 3, Silver Springs. Info: 315/597-1241.

NEW YORK SHORT TRACK - Electric City Riders M.C., Schenectady. Info: 518/374-7979 or 518/274-4318.

NORTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Mill Pond Hare Scramble, Columbus. Info: 704/484-9000 or 704/937-9177.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO HARE SCRAMBLE - AMA/Consitution Ridge Raceway/Dynamic Promotions, Belpre. Info: 614/593-6704.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OREGON DUAL SPORT - The South Coast Trail Riders, Surf and Turf Dual Sport, Coos Bay. Info: 503/888-5588 or 800/634-1054.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/Pepsi Grand Championship Series - Rnd 4, Birch Creek Motosports, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON ROAD RACE - WMRRA, Hoquiam Street Race, Hoquiam. Info: 206/972-4499.

## Tues, Aug 22

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

## Wed, Aug 23

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

## Aug 25-27

• CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

IDAHO MOTOCROSS - Wild West National Motocross Series, OMC Raceway, Boise. Info: 801/464-5445 or 208/384-5512.

## Fri, Aug 25

• CALIFORNIA SPEEDWAY - International Speedway, U.S. National qualifier, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Final Points race, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Coca-Cola Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NORTH CAROLINA FLAT TRACK - Dixieland Speedway, Elizabeth City. Info: 919/771-5151.

• OHIO DIRT TRACK - AMA/Rodney Grim, half mile, Treaty City/Darke Co. Fairgrounds, Greenville. Info: 513/548-5044.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Aug 26-27

• CALIFORNIA MOTOCROSS - U.S. Womens Motocross Team, Womens World MX Championships, Barona Oaks Raceway, Ramona. Info: 714/754-7305.

ILLINOIS TRIALS - Variety Riders M.C., Ottawa. Info: 815/434-3669.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M/C, Buffalo 500, Columbus. Info: 317/839-8105.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd International Raceway, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, 3rd Annual Texas All Harley Summer National, Texas Motorplex, Ennis. Info: 708/250-0838.

## Sat, Aug 26

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/C/M Cycle, The San Diego Off Roader magazine & Otterz of Hawaii Night Team race, Plaster City east BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay area, Los Banos. Info: 408/292-3558.

• COLORADO SPEEDWAY & TT - Dirt Ass./IMI/Fun Wheels, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MASSACHUSETS JUNIOR ENDURO - NETRA, Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

• NEW YORK MOTOCROSS - AMA/Suzuki East Coast Amateur Nationals, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

# Road Race

**AMA SUPERBIKE NAT'L C'SHIP**
**(After 7 of 10 rounds)**
1. Mike Hale (Hon), Carrollton, TX (199/1 win)
2. Miguel DuHamel (Hon), Canada (191/4 wins)
3. Fred Merkel (Suz), Stockton, CA (177)
4. Tom Kipp (Yam), Mentor, OH (166)
5. Freddie Spencer (Duc), Shreveport, LA (157/1 win)
6. Dale Quarterley (Duc), Westfield, MA (153)
7. Thomas Stevens (Suz), Sanibel Island, FL (137)
8. Donald Jacks (Suz), St. Cloud, FL (128)
9. Mike Smith (Duc), Canton, GA (119)
10. Pascal Picotte (Kaw), Canada (114)

**AMA 600cc SUPERSPORT SERIES**
**(After 8 of 10 rounds)**
1. Miguel DuHamel (Hon), Canada (272/6 wins)
2. Mike Hale (Hon), Carrollton, TX (228/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (194)
4. Hikaru Miyagi (Hon), Japan (186)
5. Michael Barnes (Kaw), Boca Raton, FL (185)
6. Thomas Wilson (Kaw), Oregon, OH (183)
7. Steve Crevier (Kaw), Canada (170)
8. Pascal Picotte (Kaw), Canada (150)
9. Larry Pegram (Hon), Baltimore, OH (145)
10. Owen Weichel (Kaw), Canada (127)

**AMA 750cc SUPERSPORT SERIES**
**(After 7 of 10 rounds)**
1. Tom Kipp (Yam), Mentor, OH (224/2 wins)
2. Fred Merkel (Suz), Stockton, CA (200/5 wins)
3. Thomas Wilson (Kaw), Oregon, OH (189)
4. James Randolph (Kaw), Santa Rosa, CA (184)
5. Mark McDaniel (Suz), Birmingham, AL (163)
6. Donald Jacks (Suz), St. Cloud, FL (141)
7. Fritz Kling (Yam), Lansing, MI (120)
8. Hikaru Miyagi (Hon), Japan (119)
9. Gerald Rothman Jr. (Suz), Manchester, CT (111)
10. Aaron Yates (Suz), Milledgeville, GA (110)

**AMA 250cc GRAND PRIX SERIES**
**(After 6 of 10 rounds)**
1. Rich Oliver (Yam), Fresno, CA (242/6 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (202)
3. Chuck Sorenson (Yam), Livermore, CA (192)
4. Mike Sullivan (Yam), Centralia, WA (178)
5. Randy Renfrow (Hon), Fredericksburg, VA (173)
6. Greg Esser (Yam), Pompano, FL (154)
7. Bobby Keith (Yam), Redwood City, CA (122)
8. Roland Sands (Yam), Long Beach, CA (117)
9. Jeff Vos (Apr), Holland, MI (116)
Christopher Rankin (Yam), Austin, TX (116)

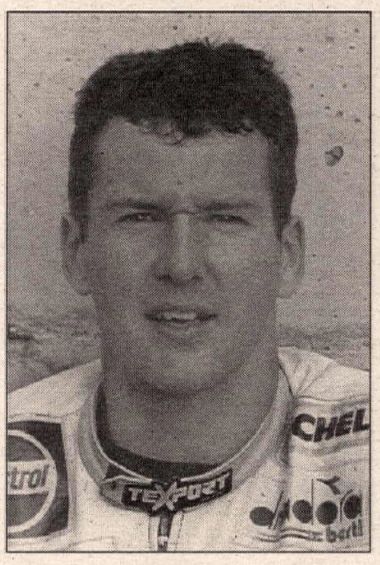
**AMA H-D SUPERTWINS SERIES**
**(After 8 of 10 rounds)**
1. Scott Zampach (H-D), Milwaukee, WI (217/3 wins)
2. Matt Wait (H-D), Modesto, CA (205/1 win)
3. Shawn Higbee (H-D), Marina Del Rey, CA (201/3 wins)
4. Eric Bostrom (H-D), Redondo Beach, CA (198)
5. Billy Graef (H-D), Sheboygan, WI (175)
6. Andy Fenwick (H-D), Neenah, WI (173)
Matthew Guidera (H-D), Citrus Heights, CA (173)
8. Owen Weichel (H-D), Canada (156)
9. Mario DuHamel (H-D), Canada (153)
10. Ben Bostrum (H-D), Redondo Beach, CA (138)

**AMA 125cc GRAND PRIX SERIES**
**(After 6 of 9 rounds)**
1. Rodney Fee (Hon), Los Angeles, CA (183/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (162/1 win)
3. Billy Graef (Yam), Sheboygan, WI (148)
4. Masahiro Iizuka (Hon), Japan (125/2 wins)
5. Todd Bowman (Hon), Canada (121)
6. Kevin Murray (Hon), Vista, CA (118)
7. Mike Mondo (Hon), Pleasant Hill, CA (117)
8. David Pare, (Hon), Elk Grove, CA (116)
9. Takahito Mori (Hon), Japan (102/2 wins)
10. Andre Castanos (Hon), Redondo Beach, CA (100)

**500cc WORLD CHAMPIONSHIP**
**(After 9 of 14 rounds)**
1. Michael Doohan (Hon), Australia (170/6 wins)
2. Daryl Beattie (Suz), Australia (155/2 wins)
3. Luca Cadalora (Yam), Italy (110)
4. Alex Criville (Hon), Spain (108)
5. Alberto Puig (Hon), Spain (99)
6. Shinichi Itoh (Hon), Japan (83)
7. Alex Barros (Hon), Brazil (71)
8. Loris Capirossi (Hon), Italy (61)
9. Norifumi Abe (Yam), Japan (55)
10. Juan Borja (Yam), Spain (43)

**250cc WORLD CHAMPIONSHIP**
**(After 9 of 14 rounds)**
1. Max Biaggi (Apr), Italy (188/5 wins)
2. Tetsuya Harada (Yam), Japan (149/1 win)
3. Ralf Waldmann (Hon), Germany (148/3 wins)
4. Tadayuki Okada (Hon), Japan (93)
5. Jean-Philippe Ruggia (Hon), France (81)
6. Nobuatsu Aoki (Hon), Japan (80)
7. Kenny Roberts Jr. (Yam), Modesto, CA (60)
8. Luis d'Antin (Hon), Spain (52)
9. Carles Checa (Hon), Spain (45)
10. Jurgen van der Goorbergh (Hon), Netherlands (41)

**125cc WORLD CHAMPIONSHIP**
**(After 9 of 14 rounds)**
1. Haruchika Aoki (Hon), Japan (161/6 wins)
2. Stefano Perugini (Apr), Italy (112)
3. Kazuto Sakata (Apr), Japan (102/ 1 win)
4. Dirk Raudies (Hon), Germany (89.5/1 win)
5. Akira Saito (Hon), Japan (79)
6. Emilio Alzamora (Apr), Italy (72)
7. Peter Oettl (Apr), Germany (67)
8. Tomomi Manako, (Hon) Japan (64)
9. Hideyuki Nakajoh (Hon), Japan (63)
10. Noboru Ueda (Hon), Japan (44)



SIMON CRAFAR

**WORLD SUPERBIKE CHAMPIONSHIP**
**(After 7 of 12 rounds)**
1. Carl Fogarty (Duc), England (295/7 wins)
2. Troy Corser (Duc), Australia (179/2 wins)
3. Aaron Slight (Hon), New Zealand (168/1 win)
4. Fabrizio Pirovano (Hon), New Zealand (126)
5. Yasutomo Nagai (Yam), Japan (119)
6. Pier-Francesco Chili (Duc), Italy (117/1 win)
7. Anthony Gobert (Kaw), Aus (110/ 1 win)
Simon Crafar (Hon), New Zealand (110)
9. Mauro Lucchiari (Duc), Italy (108/2 wins)
10. Piergiorgio Bontempi (Kaw), Italy (92)

# Motocross

**AMA U.S. SUPERCROSS SERIES**
**(After 15 of 15 rounds)**
1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

**AMA EASTERN REGIONAL 125cc SX SERIES**
**(After 10 of 10 rounds)**
1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

**AMA WESTERN REGIONAL 125cc SX SERIES**
**(After 8 of 8 rounds)**
1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

JAMES DOBB

**AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES**
**(After 9 of 12 rounds)**
1. Jeremy McGrath (Hon), Murrieta, CA (379/4 wins)
2. Jeff Emig (Yam), Riverside, CA (346/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (300/2 wins)
4. John Dowd (Yam), Chicopee, MA (279)
5. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
6. Greg Albertyn (Suz), Corona, CA (222)
7. Kyle Lewis (Yam), Rosamond, CA (213)
8. Larry Ward (Yam), Florence, SC (202)
9. Phil Lawrence (Kaw), Menifee, CA (162)
10. Damon Bradshaw (Yam), Mooresville, NC (152)

**AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES**
**(After 9 of 12 rounds)**
1. Ryan Hughes (Kaw), Escondido, CA (339/2 wins)
Steve Lamson (Hon), Pollock Pines, CA (339/4 wins)
3. Damon Huffman (Suz), Acton, CA (328)
4. Mike Brown (Hon), Gray, TN (324)
5. Robbie Reynard (Kaw), Moore, OK (303/2 win)
6. Mickael Pichon (Kaw), Shelby, NC (265)
7. Tim Ferry (Suz), Palm Harbor, FL (219/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (198)
9. Brian Deegan (Hon), Bellevue, NE (151)
10. Denny Stephenson (Suz), Omaha, NE (146)

**WORLD CHAMPIONSHIP 125cc MX SERIES**
**(After 10 of 12 rounds)**
1. Alessandro Puzar (Hon), Italy (287/3 wins)
2. Alessio Chiodi (Yam), Italy (282/4 wins)
3. Sebastien Tortelli (Kaw), France (201)
4. Claudio Federici (Yam), Italy (171/1 win)
5. Dave Strijbos (Suz), Holland (168)
6. Jimmy Button (Hon), Corning, NY (164)
7. Mikael Maschio (Yam), Italy (142/1 win)
8. Massimo Bartolini (TM), Italy (135)
9. Michele Fanton (Kaw), Italy (134)
10. Paul Malin (Yam), Great Britain (118/1 win)

**WORLD CHAMPIONSHIP 250cc MX SERIES**
**(After 10 of 15 rounds)**
1. Stefan Everts (Suz), Belgium (280/4 wins)
2. Tallon Vohland (Kaw), San Jose, CA (239)
3. Marnicq Bervoets (Suz), Belgium (236/2 wins)
4. Kurt Nicoll (Hon), Great Britain (234/1 win)
5. Peter Beirer (Hon), Germany (194)
6. Bob Moore (Yam), Canyon Country, CA (183)
7. Werner DeWit (Suz), Belgium (180)
8. Andrea Bartolini (Yam), Italy (149/2 wins)
9. Pedro Tragter (Suz), Holland (137)
10. Yves Demaria (Yam), France (98/1 win)

**WORLD CHAMPIONSHIP 500cc MX SERIES**
**(After 9 of 12 rounds)**
1. Trampas Parker (KTM), Shreveport, LA (245/1 win)
2. Joel Smets (Hbg), Belgium (243/4 wins)
3. Darryll King (Kaw), New Zealand (197)
4. Peter Johansson (Hus), Sweden (191)
5. Gert Jan Van Doorn (Ver), Holland (141)
6. Gerald Delepine (Hon), Belgium (140/2 wins)
7. Shayne King (KTM), New Zealand (132)
8. Jacky Martens (Hus), Belgium (130/1 win)
9. Johan Boonen (Hus), Belgium (92)
10. Peter Dirkx (Hon), Belgium (90)

# Dirt Track

**AMA GRAND NATIONAL CHAMPIONSHIP SERIES**
**(After 12 of 24 rounds)**
1. Scott Parker (H-D), Swartz Creek, MI (139/4 wins)
2. Will Davis (Hon), Goldsboro, NC (114/1 win)
3. Rich King (Hon), Waterloo, IA (113)
4. Jay Springsteen (H-D), Lapeer, MI (99/1 win)
5. Chris Carr (H-D), Valley Springs, CA (98/1 win)
6. Kevin Atherton (Hon), White Pigeon, MI (84)
7. Steve Morehead (H-D), Findlay, OH (78/1 win)
8. Ronnie Jones (H-D), Oklahoma City, OK (68)
Kevin Varnes (Hon), Pottstown, PA (68/1 win)
10. Mike Hacker (KTM), Prince George, VA (66)

**AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES**
**(After 9 of 17 rounds)**
1. Jay Springsteen, Lapeer, MI (161/7 wins)
2. Mike Hacker, Prince George, VA (125)
3. Georgie Price IV, Sicklerville, NJ (91)
4. Jason Fletcher, Warren, CT (82)
5. James Hart, Centralia, IL (70/1 win)
6. Matt Wait, Lodi, CA (45/1 win)
7. Doug Beattie, Canada (44)
8. Nate Wait, Lodi, CA (40)
9. Lance Jones, Ohatchee, AL (37)
10. Keith Jacobsen, Montgomery, NY (33)

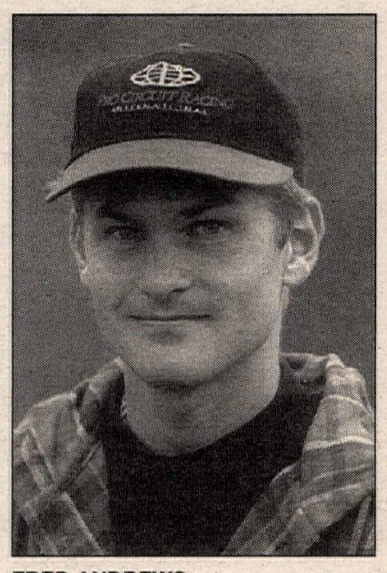
# Speedway

**WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES**
**(After 3 of 6 rounds)**
1. Hans Nielsen, Denmark (53)
2. Tony Rickardsson, Sweden (45)
3. Henka Gustafsson, Sweden (42)
4. Billy Hamill, Monrovia, CA (41/1 win)
5. Mark Loram, Great Britain (40)
Chris Louis, Great Britain (40)
7. Tomasz Gollob, Poland (38/1 win)
8. Sam Ermolenko, Cypress, CA (35)
9. Marvyn Cox, Germany (33)
10. Greg Hancock, Costa Mesa, CA (31)

# Off-Road

WILL DAVIS

**WORLD C'SHIP OBSERVED TRIALS SERIES**
**(9 of 10 rounds)**
1. Jordi Tarres (G-G), Spain (162/5 wins)
2. Marc Colomer (Mon), Spain (151/3 wins)
3. Tommi Ahvala (Fan), Finland (117/1 win)
4. Doug Lampkin (Bet), Great Britain (107)
5. Joan Pons (G-G), Spain (99)
6. Donato Miglio (G-G), Italy (86)
7. Bruno Camozzi (Bet), France (74)
8. Steve Colley (G-G), Great Britain (64)
9. Amos Bilbao (Bet), Spain (53)
10. Kenichi Kuroyama (Bet), Japan (50)



FRED ANDREWS

**NATIONAL TRIALS SERIES**
**(After 7 of 11 rounds)**
1. Ryan Young (G-G), Lexington, KY (190/3 wins)
2. Geoff Aaron (Bet), Redding, CT (175/3)
3. Jess Kempkes (G-G), Lincoln, NE (119/1)
4. Olivier Clamagirand (G-G), Brea, CA (110)
5. Raymond Peters (Fan), Moreland, NY (104)
6. Matt Moore (G-G), Sapulpa, OK (88)
7. Andy Saum (G-G), Phoenix, AZ (71)
8. Lonny Hallsted (Bet), Clackamus, OR (66)
9. John Clark (Mon), Huntsville, AL (64)
10. Chuck Sutton (Bet), NM (49)

**AMA NATIONAL CHAMPIONSHIP ENDURO SERIES**
**(After 6 of 9 rounds)**
1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithaca, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

**AMA NATIONAL C'SHIP HARE & HOUND SERIES**
**(After 4 of 6 rounds)**
1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
Dan Richardson (Hon), Huntington Beach, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
John Campbell (Hon), San Juan Capistrano, CA (41)
*Clinched championship

**AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES**
**(After 4 of 9 rounds)**
1. Scott Summers (Hon), Petersburg, KY (98)
2. Rodney Smith (Suz), Oakley, CA (92)
3. Scott Plessinger (KTM), Hamilton, OH (58)
4. Eric Mashbir (Hon), Oakland, CA (56)
5. Jason Dahners (KTM), Redmond, WA (38)
6. Steve Hatch (Suz), Ithaca, NY (36)
7. Ty Davis (Kaw), Hesperia, CA (30)
8. Steve Leivan (Yam), Eldon, MO (29)
9. Guy Cooper (Suz), Stillwater, OK (25)
10. Leigh Latellier, Kansas City, KS (24)

**AMA GRAND NATIONAL CROSS COUNTRY SERIES**
**(After 7 of 12 rounds)**
1. Fred Andrews (Yam), Salem, OH (111/1 win)
2. Guy Cooper (Suz), Stillwater, OK (102)
3. Tommy Norton (Yam), Norfolk, MA (97)
4. Scott Summers (Hon), Petersburg, KY (96/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (94/2 wins)
6. Steve Hatch (Suz), Ithaca, NY (90)
7. Duane Conner (Yam), Washington, PA (78)
8. Tim Shephard (Yam), Hamilton, OH (72)
9. Terry Cunningham (Yam), Athens, OH (53)
10. Brian Keegan (Yam) (52)

# RESULTS

## Motocross
## Fossil Bowl
## Clarkia, ID
## July 16
## By Butch Parness

AUTO
Logan Shelden Yam
Tanner Blevins Yam
Buddy Whitcomb KTM
Dody Desjardin Suz
Sam Deatley Hon
80 EXP
Shelby Desjardin Yam
JR MINI
Brandon Baker Kaw
Logan Shelden Hon
Nate Hartel Yam
80 BEG
Casey Cisney Hon
Cody Beck Yam
Paul Clapper Yam
Jim Myers Yam
Chuck Compton Yam
80 (12-16)
Dustin Pharness Hon
Adam Jacobs Suz
S/MINI
Dustin Pharness Hon
Adam Jacobs Suz
Nate King Kaw
Brian Moretz Yam
Jeremy McFarland Kaw
125 BEG
John Moody Hon
Gabe Smith Suz
Jason Allen Suz
Donnie Pettit Hon
Scott Heaton Kaw
125 JR
Travis Sinclair Hon
Charlie Grieser Hon
Chris Myers Hon
Greg Doyle Yam
Cliff Delage Suz
125 INT
Vonn Jones Yam
James Murray Yam
David Stephenson Yam
250 BEG
Ken Barsumian Yam
OT
Vonn Jones Yam
Cris Berger Hon
Perry Berger Hon
Terry Baker Suz
Johnny Dickinson Suz
VET
Jim Reily Yam
BTH
Chris Myers Hon
Gabe Smith Suz
PP
Ciji Pharness Yam

## Motocross
## T-N-T MX Park
## Milan, TN
## July 2
## By Rose Phillips

50
Darin Downs LEM
Steve Kissiar Yam
60
Adam Philps
Kenny Dale Orr Kaw
Shane Kissiak Kaw
Brandon Rast Kaw
Darin Downs LEM
80
Damon Prince Suz
Jamaal Bond Hon
Shane Kissiar Kaw
Kenny Dalle Orr Kaw
Adam Phelps Kaw
80 SR
Chris Burkeen Yam
Keith Poole Kaw
Jeremy Jett Yam
Clint Burkeen Suz
Jamie Stavley Yam
SCHLBY
Derek Smith Suz
Chris Burkeen Yam
John McElroy Suz
Darrel Blankenship Suz
16-24
Marty Stinnet Suz
Tim Martin Suz
BEG
Carmack Thompson Hon
Dale Dudley Kaw
John Jordan Hon
Mike Shelton Yam
Rick Tyler Suz
125 C
Luke Cone Suz
Darrell Bingham Suz
Chris Garland Suz
Lonnie Evans Suz
Lonnie Evans Hon
Darrel Blankenship Suz
125 B
Derek Smith Suz
John Bingham Suz
Tim Martin Suz
250 C
Jason Kraus Suz
Tim Walker Suz
Scotty Jenkins Hon
Branden Langhans Hon
Steve Grayer Hon
250 B
Marty Stinett Suz
Kenneth White Hon
Derek Egnok Kaw
25+
Mark Rast Yam
Lonnie Evans
John Bingham Suz
Derek Egnor Kaw
30+
Kevin Poole Hon
Mark Rast Yam
Danny Seaton Hon
Tim Riley Suz
Steven Grayer Hon
40+
Pat Freiburger Hon
W.H. McKinney Hon
Buddy Akers Suz

## Motocross
## Latimer Park MX
## Baldwyn, MS
## July 2
## By Cary Morris

50
Brandon Miller KTM
Daniel Morris Yam
Casey Vinterella Yam
Erik Gentry Yam
60
Cole Rutherford Kaw
Blair Miller Kaw
Adam Birons Kaw
Carl Vinterella Yam
80 BEG
Matt Elrons Kaw
Chase Smith Yam
80 SR
Jamie Thompson Kaw
125 BEG
Michael Weathersby Kaw
Aaron Adams Hon
Nathan Stewart Yam
Scott Beasley Hon
Kyle Haddock Kaw
Brian Christian Hon
125 NOV
Chad Killen Yam
Patrick Bedgood Hon
Brad Lackey Hon
Shannon Clark Kaw
125 INT
Pooh Bear Guiden Hon
Eddie Gentry Hon
Vincent Deuvall Yam
250 BEG
Rob Goddard Hon
Eric Miller Kaw
Jeff Lane Yam
250 NOV
Shawn Thompson Kaw
Robbie Gentry Hon
Steve Spights Yam
Opie Herring Hon
250 INT
Keith Guiden Hon
Kevin Knight Hon
30+
Eddie Gentry Kaw
Mark Hunt Suz
Donny Graham KTM

## Motocross
## Elk City MX Park
## July 9
## By Jeannie Kephart

P/W STK
Kendal Owens KTM
Shawn Gros KTM
Tyler Ledbetter KTM
Kandis McKellar Yam
Trey Canard KTM
MINI MINI (6-8)
Shawn Cook Kaw
Preston Hamilton Kaw
Shelby Davis Kaw
Aaron Canard Kaw
Kendal Owens Kaw
MINI MINI (9-11)
Mike Odom Hon
Josh Cory Kaw
Brandi Davis Kaw
Colt Humphrey Kaw
Lee Seller Kaw
WMN
Kim Kephart Yam
Mandy Wegert Yam
Kim Brown Suz
Brani Davis Yam
Jennifer Gilliard Suz
VINT
Don Easley Hon
Alvin Kephart Hus
Kenny Long Suz
John Weaver Mai
Bill Walker Yam
MINI BEG
Kody Franks Kaw
Cody Cutrell Yam
Christopher Davis Yam
Michael Simonn Hon
MINI JR
Chad Cook Kaw
Mike Odom Hon
Colt Humphrey Kaw
Josh Cory Kaw
Aaron Canard Kaw
MINI SR
Johnny Marley Yam
Heath Frazier Kaw
Ryan St. Cyr Kaw
Brent Miller Kaw
Chris Park Kaw
MINI OUTLAW
Johnny Marley Yam
Chad Cook Kaw
Ryan St. Cyr Kaw
Jimmie McGuire Kaw
Heath Frazier Kaw
125 BEG
Adam Carroll Kaw
Chris Brown Hon
Jay Vazquez Yam
Mike Moreno Hon
Brian Davis Yam
125 NOV
J.D. Bailey Kaw
Josh Hall Kaw
Mike Williams Yam
Rod Bell Kaw
Mark Turbyfill Kaw
125 INT
James Ford Hon
Blair Lively Hon
Earl Kephart Yam
125 EX
Robbie Reynard Kaw
Billy Akers Kaw
Donald Hardy Kaw
Brandon Lacey Hon
Jason Owens Yam
250 BEG
Rusty Scrogum Kaw
Joey Baran Hon
Dax Hodge Kaw
Chris White Hon
Brian Workman Kaw
250 NOV
Mike Williams Yam
Rodney Wilson Kaw
R.C. Schafer Kaw
Mark Turbyfill Kaw
Shawn Stillwell Kaw
250 INT
Richard Stephens Hon
John Vazquez Hon
Billy Spurlock Hon
Kirk Martin Kaw
250 EX
Robbie Reynard Kaw
Billy Akers Kaw
Dennis Owens Kaw
Donald Hardy Kaw
Brandon Lacey Hon
25+ NOV
Don Bailey Kaw
Brett Brown Suz
Guy Manning Kaw
Donald Thomas Yam
John Gilliard Kaw
30+
Joe Jordan Kaw
Greg Brown Suz
Truitt Rogers Kaw
Scott Morgan Yam
Rodney Wilson Kaw
40+
Jim Thomas Yam
Skip Mitchell Hon
Gary Drummond Yam
Joe Ruppert Yam
Mack Spurlock Hon
OPEN OUTLAW
Earl Kephart Yam
James Ford Hon
J.D. Bailey Kaw
Blair Lively Hon
John Vazquez Hon

## Dirt Track
## Lodi Cycle Bowl
## Lodi, CA
## June 24
## By Donna Hall

P/W STK A
Ryan Kuntz KTM
P/W STK B
Michael Rinaldi KTM
P/W STK C
Nick Young Yam
P/W MOD A
Ryan Kuntz Yam
P/W MOD B
Michael Rinaldi KTM
P/W MOD C
Nick Young
R.J. Knight
60 C
Allen Kenyon
80 A
Tony Meiring Hon
80 C
Jared McWhirter Hon
Danny Casey Yam
100 A
Tony Meiring Hon
Billy Arbogast Hon
100 B
Jason Stefani Hon
David De Camp Hon
Aaron Cisco Hon
Jason Jenson Hon
100 C
Frank Nye Jr. Hon
Riley Cox Suz
OPEN B
Larry Andres Rtx
Bob Casey Rtx
OPEN C
Shawn Raggio Hon
Bob Marinelli Yam
Carl Dilores Yam
VET A
Bob McDonnell H-D
Eric Weisler Yam
VET B
Bob Casey Rtx
VET C
Bob Marinelli Yam
VINT C
Steve Bernard Tri
250 C
Shawn Raggio Yam
Tony Souza Yam
PRO-AM NOV
Donny Hart Rtx
Justin Hermesky Rtx
Levi German Rtx
Geramy Rackley W-R
Gerald Tenret Rtx
PRO-AM 250 EX
Justin Ownbey Yam
Gary Miller Yam
Ron Reimer Hon
OPEN MONEY
Donny Hart Rtx
Danny Hart Kaw
Greg Miller Yam
Geramy Rackley W-R
Levi German Hon
BLACK PLATE
Danny Hart Kaw
Justin Hermesky Rtx
Gerald Tenret Rtx
Tony Souza Yam

## Hare Scrambles
## 2-Man HS
## Eagle Creek
## Owentire, KY
## July 11
## By Jim Darlington

125
Mike Golden/
John Black Hon
Jerry Palm/
Matt Palm Yam
200 B
Brent Bowen/
Richard Coombs C-A
Bruce Gill/
Shelby Gill Hon
250 B
Chris Burke/
Henderson Jude Yam
OPEN B
Jim Bulach/
Jeff Bulach KTM
Doug Bulach/
Tim Bulach KTM
Rick Whitenack/
Daryl Gumm KTM
VET
Steve Black/
Mike Grau Kaw
Bryan Young/
Matt Berry Kaw
Brandt Eby/
Brad Redman Yam
OPEN SR
Keith Morgan/
Chilian Golden KTM
4-STRK
Tim Voelker/
Mike Harker Hon
L/W TRAIL
Kenny Rader/
Brian Bulach Kaw
H/W TRAIL
Mike Tipton/
Robert Simpson Suz
Nicholas Fieldhouse/
Greg Fieldhouse Hus
Chris McKay/
Dan Long Suz
Mike Arnett/
Danny Vance Hon
250 A
Pete Redel/
Robert McKinney Hon
Lance Wade/
Jacob Hendrickson Yam
OPEN
Joe Etienne/
Wayne Eby Kaw

## Road Race
## OMRRA
## Portland Int. Raceway
## July 4

OPEN S/SPRT
Gary Ricci
Mark Lorentz
Dan Gregory
Tony Fuller
Neville Redman
750 S/SPRT
Mike Sullivan
Gary Ricci
Lee Brown
Dan Gregory
Glenn Filshie
600 S/SPRT
Shawn Robeti
Lee Brown
Don Becklin
Anthony Manciu
Neville Redman
450 S/SPRT
Michael Dana
Scott Soper
Allen Goans
Michael Callahan
OPEN S/BK
Joe Pittman
Michael McBrady
Gary Ricci
John Hilton
750 S/BK
Keith Pinkstaff
Joe Pittman
Mike Sullivan
Gary Ricci
Jason Fraser
250 GP
Karl Schenk
Mike Mondo
Brent Sullivan
600 S/BK
Shawn Roberti
Mike Sullivan
Joe Pittman
Jason Fraser
Lee Brown
M/W S/B
Jason Fraser
Colin Jensen
Rich Schueman
Rick Thompson
Cedric Smith
125 GP
John Bowman
Nobi Iso
Todd Bowman
James Martin
Mike Mondo
450 S/BK
Jason Fraser
Rich Schuerman
Richard Matthews
Michael Dana
Rick Thompson
L/W S/B
Craig Knapp
Bob Martin
Richard Huffman
Phil Holden
Peter Femenia
ULTRA L/W S/B
Ken Pruett
Todd Hahne
Russ Cazier
Frank Berthold
Wayne Chan
L/BORE EARLY S/B
Wayne Tanner
David Kaechele
Todd Hahne
S/BORE EARLY S/B
Bob Martin
Rene Pepin
Andy Scheen
OPEN BoTT
Colin Jensen
Paul Orlandi
Kenneth Botham
Bryan Balley
James Holzberger
650 BoTT
Cedric Smith
Kenneth Botham
Bryan Bailey
James Holzberger
Josh Bryan
883 NW TWINS
Adam Faussett
Matthew Brown
Timothy Coughlin
Scott Moon
Eric Disch
GS 500 CUP
Michael Dana
Gary Ricci
Mike Mitchell
Sam Solomon
Andrew Rhodes
OPEN VINT
David Kaechele
David Morgan
John Lacey
Matthew O'Conner
Rick Hackbart
500 VINT
Mark Leslie
Karl Gaines
Tim Marek
Chris Kerber
Don Freeman
NOV
Josh Mack
James Doran
Gabriel Luciano
Craig Randell
W. Skip Johnson

## Motocross
## MX 338
## Southwick, MA
## July 9

50
Ryan Desrosier KTM
Corey Silva LEM
Alex Wadsworth KTM
Robert Marshall Yam
Joshua Menzone KTM
65
Tyler Merrifield Kaw
Matt Shogren Kaw
Mike Clendenin Kaw
James Douglas Kaw
Donald Parsons Kaw
85 C
Wayne Peterson Suz
Matt Shogren Kaw
Tom Janik Kaw
John Zolancewicz Suz
Ryan Wood Suz
Kevin Karbownik Kaw
Tim Bernier Suz
85 B
Brandon Brooks Yam
Ethan Conley Suz
Derek Wheatley Suz
Jeremy Morrison Yam
Carl Decotis Suz
85 A
Ben McCarethy Kaw
Jeremy Eardley Hon
Greg Webster Yam
Ryan O'Connell Suz
Jay Patterson Suz
125 YOUTH C
Matt Jakan Hon
George Brown Hon
Will Bithell Suz
Mike Corbett Kaw
David Barrett Kaw
125 YOUTH B
Matt Charron Suz
James Mahoney Hon
Jody Galemba Kaw
Mike May Hon
Kevin Komosa Suz
125 YOUTH A
Brent McIntyre Hon
Keith LaBonne Hon
Ben McCarthy Kaw
Chris Findley Suz
Jason Lee Hon
125 B
Jody Mitchell Hon
Chris Findley Suz
Ryan Hedges Suz
Grant Carter Suz
Tim Paquet Hon
200 B
Chris Crease Hon
Dan Curran Hon
Matt Stack Hon
Mark Cokely Yam
Travis Jakan Hon
OPEN B
Jon Costanzo Hon
John Brunelle Hon
Grant Carter Suz
Jeff Wood Hon
Vidal Camacho Hon
125 C
Brad Belcher Hon
Ryan Geeleher Kaw
Jeffrey Robare Kaw
Shawn Woronick Kaw
Brooks Winchell Hon
200 C
Randy LaPlante Hon
Tim Sabrowski Hon
Casier Lucier Yam
Ronald Pennie Hon
Jeremy Maderia Hon
OPEN C
Ronald Pennie Hon
Tim Sabrowski Hon
Michael Utegg Kaw
Scott Fotter Suz
Keith Ferguson Suz
125 A
Tony Lorusso Suz
John Dowd Yam
Pat Barton Suz
Scott Carter Hon
Richard Rogers Hon
200 A
John Dowd Yam
Pat Barton Suz
Scott Carter Hon
Wally Silva Yam
Jason Boron Kaw
30+ A
David Paquette Hon
Jim Meenan Yam
Gary Williams Kaw
John Camelio Hon
Marc Paulhus Suz
30+ B
Gerald Scotti Hon
Tom Valiquette Hon
Ian Linscott Hon
Carl Binner Yam
Terry Davis Suz
30+ C
Craig Arruda Hon
Robert Orlick Yam
Robert Palmer Yam
Daniel Whalen Hon
William Mercey Yam
35+ A
Jim Meenan Yam
Nick Duprey Kaw
Tim Thomason Yam
Tom Ferriter KTM
David Clemence Kaw
35+ B
James Caswell Yam
Mark Hangos Suz
Marc Sleeper Kaw
Steve Elderkin Yam
Doug Pomeroy Hon
30+ B NON/CH
Terry Davis Suz
Brad Bonin Hon
Merle Monroe Yam
Doug Pomeroy Hon
Ralph Louttit Suz
40+
David Clemence Kaw
Jack Weaver Suz
Gary Mikalson Suz
Ron Vincent Yam
John Delgrosso Kaw
WMN
Teresa Szczepanski Hon
Bethany Smith Kaw
4-STRK
William Gavin Hon
Ed Longacre Suz

**Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**

# WANT ADS

## HELP WANTED

### Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

WELCOME EXPERIENCED motorcyclist. Our sales parts and service department needs your help. Exceptional wages, benefits. Harley BMW of Green Bay. Ken McCoy (800) 236-1729. WI. (222-TFN)

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### Technicians - Atlanta
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### Technicians
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### Streetbike Technician
Fast paced shop in Las Vegas, looking for mechanic with dynometer experience. Full benefits package, with salary based on experienced. Call Steve (702) 222-1969. NV. (229-32)

### Parts Manager Trainee
Large growing Honda, Kawasaki, Suzuki, Sea-Doo, Polaris dealership in southern California searching for motivated, personable self starter. Looking for career oriented person to join our management team. Pay commensurate with experience. Will help with relocation expenses for right person. Whittier Fun Center, call between 10 a.m. and noon P.S.T. Ask for Bob Cochran, ext. 2. (310) 945-3494. CA. (330-35)

### Parts Manager - Oregon
Wanted for established, growing multi line dealer. Also need counterperson. Excellent pay, medical and profit sharing. Possible relocation assistance. Fax or call Rob at Salem Honda BMW Ducati. (503) 364-6785. OR. (230-31)

COLORADO MOUNTAIN MULTI-LINE dealership looking for experienced admin/DMV/F&I person for full-time position. Must have right attitude and willingness to adapt to new (Litespeed) computer system. Pay and benefits negotiable with experience. Send resume and references to: Admin, POB 331, Florence, CO 81226. CO. (130-33)

### Service Manager
Looking for service manager to manage multi line dealership service dept. Must be self motivated, customer focused, able to manage people and interested in service career. Excellent pay plan, benefits and working conditions. Send resume to the Engelhart Center, 1589 Greenway Cross, Madison, WI 53713, attn: Jerr Englehart. (608) 274-2366. WI. (231-32)

### Parts Manager Wanted
For multi-line dealership. Must have knowledge of motorcycle, ATV, PWC, snowmobile, and experience in working with vendor ordering. This Colorado mountain dealership has immediate opening for person with the right attitude! Pay and benefits discussed at interview. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

### Class A Mechanic Wanted
Experience on motorcycles, ATVs, PWC, snowmobiles, repairs a must. Own tools and the right attitude can qualify you to work in this Colorado, mountain, multi-line dealership. Send resume and references to POB 331, Florence, CO 81226. CO. (130-33)

### Service Writer for MC Repair Shop
Some MC, ATV, WC, and SM experience needed. Management and people skills a must. Wages open for discussion. Free use of a studio apartment for three months until you can settle into the area. Located 22 miles from Portland on the Columbia River. Please send resume to Columbia River Honda Suzuki Polaris, 58245 Columbia River Hwy., St. Helens, OR 97051, or call Ken or Jim at 503-397-3502, (FAX 503-397-4150). OR (331-32)

### Help Wanted
Technicians, sales, parts personnel needed. Good outlook and attitude a must. Must have at least 5 yrs experience in industry. Contact Tim. Yamaha Powerhouse. (805) 237-8913 or fax (805) 237-8953. CA. (230-33)

### Relocate to Black Hills of S.D.
Aggressive, full-line Honda, Suzuki, Sea-Doo, Ski-Doo dealer looking for a qualified mechanic. Pay based on experience. Call Vern or Wade. 1(800) 841-3706. Rapid City, SD 57701. SD. (330-32)

### Inside Sales Position Available
White Brothers is seeking motivated individuals to join our Inside Sales Team. We are expanding our staff to better serve our customers and we need you. Applicant will be responsible for assisting on the phones, entering orders and able to work in a fast paced environment. (Entry level position). Send resume to 24845 Corbit Place, Yorba Linda, CA 92687. Attn: Donnie Luce (No phone calls). CA. (230-31)

### Honda Sales, Parts & Service
Growing multi-line dealership in So.Ca. seeks experienced M/C salesperson who has excellent sales ability and a proven track record. Parts position available. Honda experience preferred and DCS knowledge helpful. Also need Honda technician with 2-5 years experience. Competitive pay, benefits and commissions for key people interested in long term employment. Contact Tom (714) 521-3642 or fax resume (714) 521-9070. CA. (230-31)

### Cycle Shack Inc.
Located in Houston, Texas is searching for an experienced mechanic. Reliability and stability a must. Franchised Yamaha/BMW/KTM dealer. We service motorcycles, watercrafts and ATVs. A minimum of three years experience required. Great working atmosphere with benefits. If interested call Brian at (713) 568-3308 or fax your resume and references to (713) 530-7400. TX. (230-33)

CAREER POSITION - EXPERIENCED mechanic and service writer needed in established multi-Japanese dealership, Dayton, OH. Year round work. Benefits, 5 day, 45 hour work week. Craig (513) 222-0171. OH. (230-32)

### Don't Miss This
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### Sales & Tech Person
Personal watercraft performance products. Good opportunity for person willing to work and advance their self. Needs computer experience and experience with personal watercraft. Pro-Tec, 41376 Pear St., Murrieta, Ca 92562. (909) 698-8988 send or fax (909) 698-0683 resume. Attn: Dallas or Mike. CA. (231-32)

### Live and Work in North West
Yamaha motorcycle technician needed in fast paced Yamaha dealership. Great working environment. Snowmobile and watercraft experience a plus. Contact Randy. (509)884-2431, (800) 600-2431. WA. (231-33)

### Service Writer/Technician
Working service manager for new northern California Yamaha dealer. Fax resume to (916) 343-2199 or call (916) 343-2192. CA. (331-32)

### Service Mgr - Mechanic - Parts
Kaw Jet Ski no.1 in L.A. County. Immediate position available. Best pay plan in U.S.A. Burbank Kawasaki (818) 848-6630/Fax (818) 848-6627. CA. (131-33)

### Sales or F&I Manager
Kawasaki Jet Ski no. 1 in L.A. County. Immediate position available. Best pay plan. Burbank Kawasaki (818) 848-6630/Fax (818) 848-6627. CA. (131-33)

WANTED: EXPERIENCED motorcycle technician. Salary based on experience. Needs experience in motorcycle, ATV & watercraft repair, for growing dealership. Call Rick (912) 927-7070 Tuesday thru Saturday 10:00 till 5:00 or fax resume to (912) 927-1115. GA. (131-33)

### Motorcycle Mechanics Needed:
MC, ATV, WC, and SM shop. Wages open for discussion based on experience. Free use of a studio apartment for three months until you can settle into area. Located 22 miles from Portland on the Columbus River. Please send resume to COLUMBIA RIVER HONDA SUZUKI POLARIS, 58245 Columbia River Hwy., St. Helens, OR 97051, or call Ken or Jim at 503-397-3502, (FAX 503-397-4150). OR (331-32)

### Technician Wanted
Experienced Honda, Yamaha + Kawasaki technician wanted. Watercraft Experience a big plus. Top pay + benefits. Busy shop. Call Mark at Kolbe Cycles (818) 348-7865. CA (231-TFN)

## BUSINESS OPPORTUNITIES

### Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

### Kawasaki Dealership
For sale $399,950 total price. Approx. $80,000 in inventory, building, land and equipment included. Owner wants to retire. Porterville, Calif. (209) 781-8182. CA. (328-31)

### Selling H-D Aftermarket Business
Well established parts, accessories, and service, for sale near Orlando. P.O. Box 214635, S. Daytona, FL 32121. FL. (331-34)

### Motorcycle Shop For Sale
Established motorcycle accessory and repair business for sale. Good inventory large clientele, full service shop. Owner moving on to new business opportunity. $60,000. North County area. (619) 727-9610. CA. (231)

### Service Shop, Denver, Colorado
Turn key business. Est. 1981 with good clientele. All parts and equipment included. $35,000. Call (303) 650-4465. CO. (131-32)

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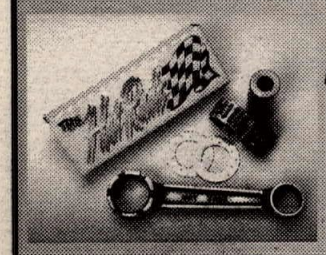

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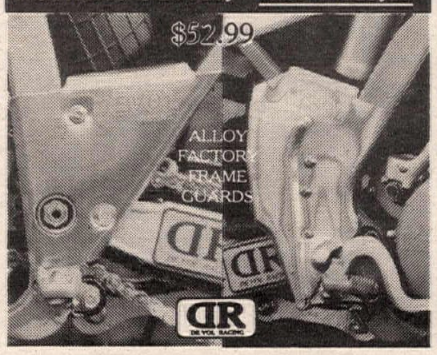


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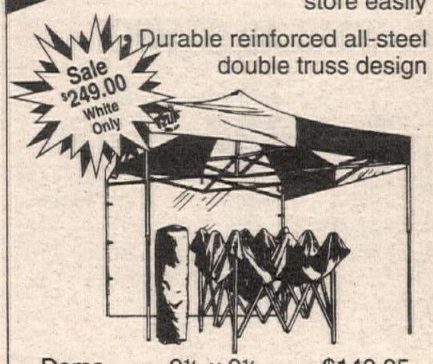

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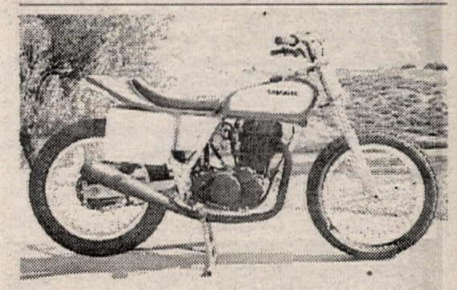

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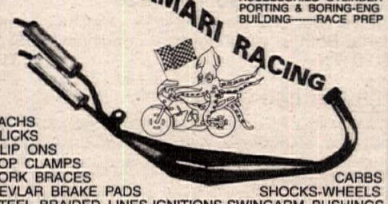

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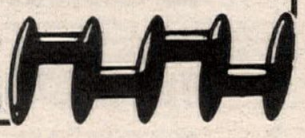

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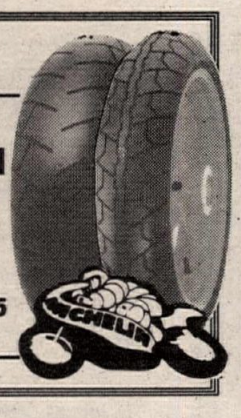

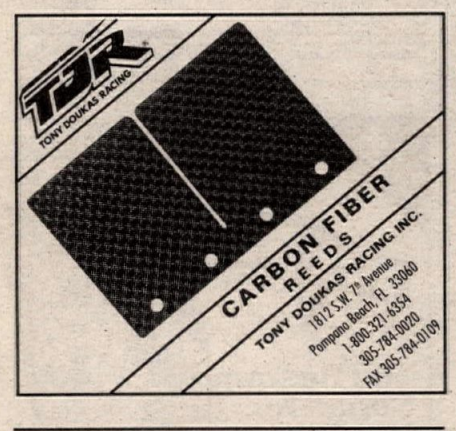

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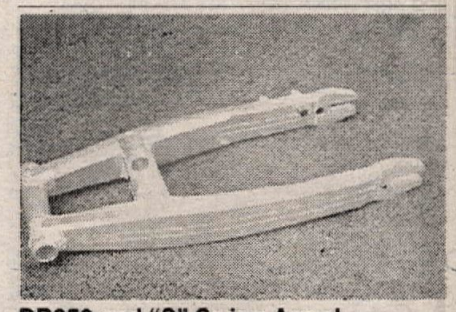

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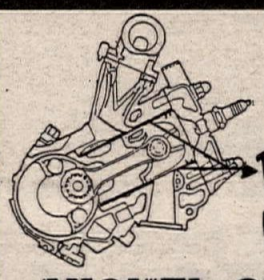

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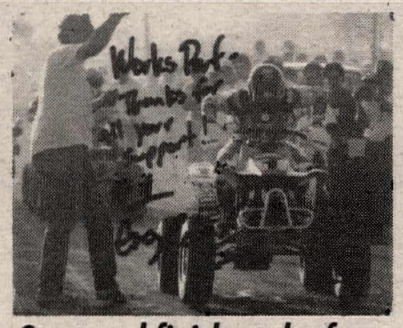


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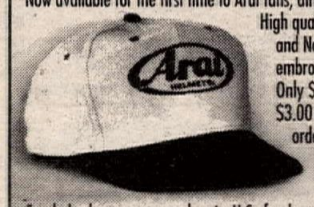


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# IN THE TAPES

By Scott Rousseau

Major league baseball has one, the National Hockey League has one. AMA Grand National dirt track racing needs one. One what? A traveling, professional farm system. I'd like to propose such a class right now.

In the good old days prior to the introduction of the Harley-Davidson 883cc class, such a mechanism used to be in place for aspiring Grand National riders. It was called the Junior National Championship, and it allowed riders with skill levels exceeding the Pro-Am level but below the Grand National grade a chance to ride the various National tracks on either choked 750s or unrestricted 600s. The objective was to learn the various tracks with the intent toward making the transition to the Grand National ranks.

But when the AMA dropped the Junior class in favor of the Harley-Davidson 883 National class, I believe that a crucial link was lost. I think that the Junior system was flawed both in its rigid structure and its engine formula, but that's another matter entirely, and one that this new class would resolve.

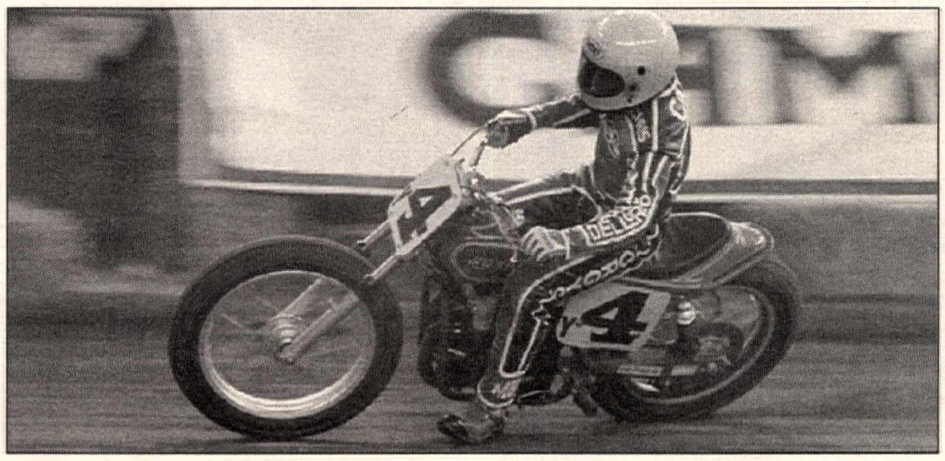
Believe me, I'm not here to slag the 883 class. I have seen some good racing in the series this year. More importantly, I have seen Pro-Ams and Grand National riders dicing it out on 883s with positive results. I *do not* want to see the 883 class become extinct; it is a viable class that can produce some good racing. The best attribute that I believe the class offers lies in its eligibility requirements; the class is open to all riders from the Pro-Am level on up to Grand National Champions of no less than five years ago. Harley-Davidson proponents, please go back and read that paragraph again.

I do, however, have a couple of concerns with the 883s. Namely that they are heavy and slow, run on street tires, and are arguably barely adequate to safely negotiate a half mile or mile oval. Frankly, I don't think that they are the best available equipment for a National support class.

An even bigger concern with the 883cc class, though, lies more with the fact that in the three years the 883 class has existed, I have not yet seen anyone make the transition from the 883 class to the Grand National arena, and that concerns me.

That's why I would like to propose a new class that would be national in the sense that followed the Grand National tour. You could call it the Support, Junior or National class. Call it whatever you want. But the idea behind this class would once again be toward luring the prospective rider into the Grand National theater. Thus, the class would never be an end unto itself.

Logistics could be kept as simple as possible. Here again, the 883 class has made total sense. Thus our new class would follow the same program format.



It would utilize the same scratch or qualifying heats, followed by a few semis and a 12 or 15-lap main event. The purse could be $5000, same as the 883s.

As for the right machinery? Well, after witnessing the Oklahoma City Half Mile, I think that the logical choice would be the 600s. I don't understand how these bikes have failed to catch fire as a viable farm class. Opponents argue that the big singles cost far too much. I say, hey, racing is expensive. And the 600s are true race bikes, offering a much better power-to-weight ratio. They also offer better reliability than an 883, making the expense about the same. A quick scan of the *Cycle News* Want Ads each week will usually reveal several 600s for sale at prices ranging from $4500 on up. Brand new ones can be had for $10,000.

Back to eligibility, the one stipulation that I want to make is that I would like to see the winner of the series be allowed to defend his title for only one year. Regardless of his finish, he would be forced to move out of the 600cc Support class and onto a 750 in the Grand National class. If you don't win it, you can stay in the class forever. But once you're the champ, you've got one more chance to do it again.

Now I can already hear the argument against that idea. After all, if a guy wins the title, what kind of reward is it to be forced out and have to buy a 750? That would be too expensive, right? But remember, that's what this class would be for, so I have that covered. Instead of money, the prize for winning the series title in this particular class would be a brand new Harley-Davidson XR750, or Honda or whatever. And a good one at that - say, a Kenny Tolbert-built or Bill Werner-built, or whatever, as long as the quality of the equipment was respectable and a good starting point. Remember, our potential champion could win this series twice, wind up with two 750s and still have his 600 for the odd 600cc GNC race. What he did from there is his own business. Hopefully, he would move up, that's why he'd be in the class in the first place. The rest of the series finishers could share in a points fund.

As with everything else, the class would need a good outside sponsor to make it happen correctly. Maybe I'm overly optimistic, but I believe that such doors are about to open at the Grand National level right now. If you subscribe to the trickle-down theory of economics, the new class has a chance. And maybe that's all that is keeping many riders from attempting to make it to the Grand National class today - a decent, clearcut chance. This class would certainly give it to them.

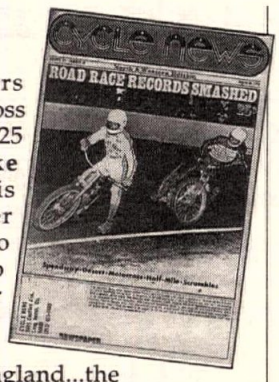
Would this class replace the Harley-Davidson 883 class? I don't think that it would, because I believe that there are several riders currently running in the 883 class who do not wish to contest the 750cc class. They would still need a place to ride, so the 883 National class should be left alone to exist as it has for the past three years. Instead, I propose taking the Grand National schedule and dividing it equally so that both classes could run during the course of the year. I think it would be easy enough to do. The AMA would just have to be a little strategic. For example, you wouldn't want to run the 883s at Peoria or the 600s at Rapid City (Sturgis). Even Harley-Davidson might appreciate that, because its financial burden would be lightened somewhat. Fewer races, fewer purses.

So, why am I proposing this new system at all? It should be pretty obvious: I like dirt track racing, and I want to see it grow. I think that with this system, it will grow better and faster, and we can look forward to seeing more close racing with more new faces than ever before. You know, every year the AMA Grand National series benefits from the emergence of a future Chris Carr or Scott Parker. Witness Mike Hacker, Kevin Varnes, Kenny Coolbeth, Steve Beattie, et al. But I can't help thinking that somewhere out there are several more Chris Carrs and Scott Parkers who have fallen short of the Grand National class because of a lack of incentive, or money. That's a waste.

Well that's it. For those of you who are interested in such a system, I'd love to hear your ideas. Maybe together we could fine tune the idea and pitch something that the AMA and a potential sponsor would find very appealing. Then again, maybe you think I'm full of crap, and you can tell me that too. Please don't, though, I hear that enough from my fellow editors already. See you at the races. CN

# LOOKING BACK...

## 25 YEARS AGO... AUGUST 18, 1970




The brothers Bast slid across the cover of 25 years past, **Mike Bast** leading his teenage brother **Steve Bast**, who left a week later to become a member of the Wimberly Lions Speedway racing team in England...the headline "Road Race Records Smashed" that blazed across the top of the cover referred to the AFM-sponsored Orange County International Speedway road race, during which track records were broken in the 250cc, 350cc, and 500cc grand prix races. **Jody Nicholas**, **Art Baumann**, and **Ron Pierce** were the riders responsible for the breaks, and while Pierce took the 350cc class win, Nicholas picked up victories in both the 250cc and 500cc classes...National Champion **Mert Lawwill** went to Ascot looking for a second flat track win, but after a fantastic high-side returned to the pits to watch a series of misfortunes befall his fellow riders, **Mark Brelsford** surviving to claim the victory...short track, hillclimb and half-mile were the buzz words at Sturgis, South Dakota, as thousands of spectators from across the country poured into the small town to watch **Dick Mann**, **Rich Holly**, **Steve Nichols** and **Neil Keen** emerge with victories in their respective classes.

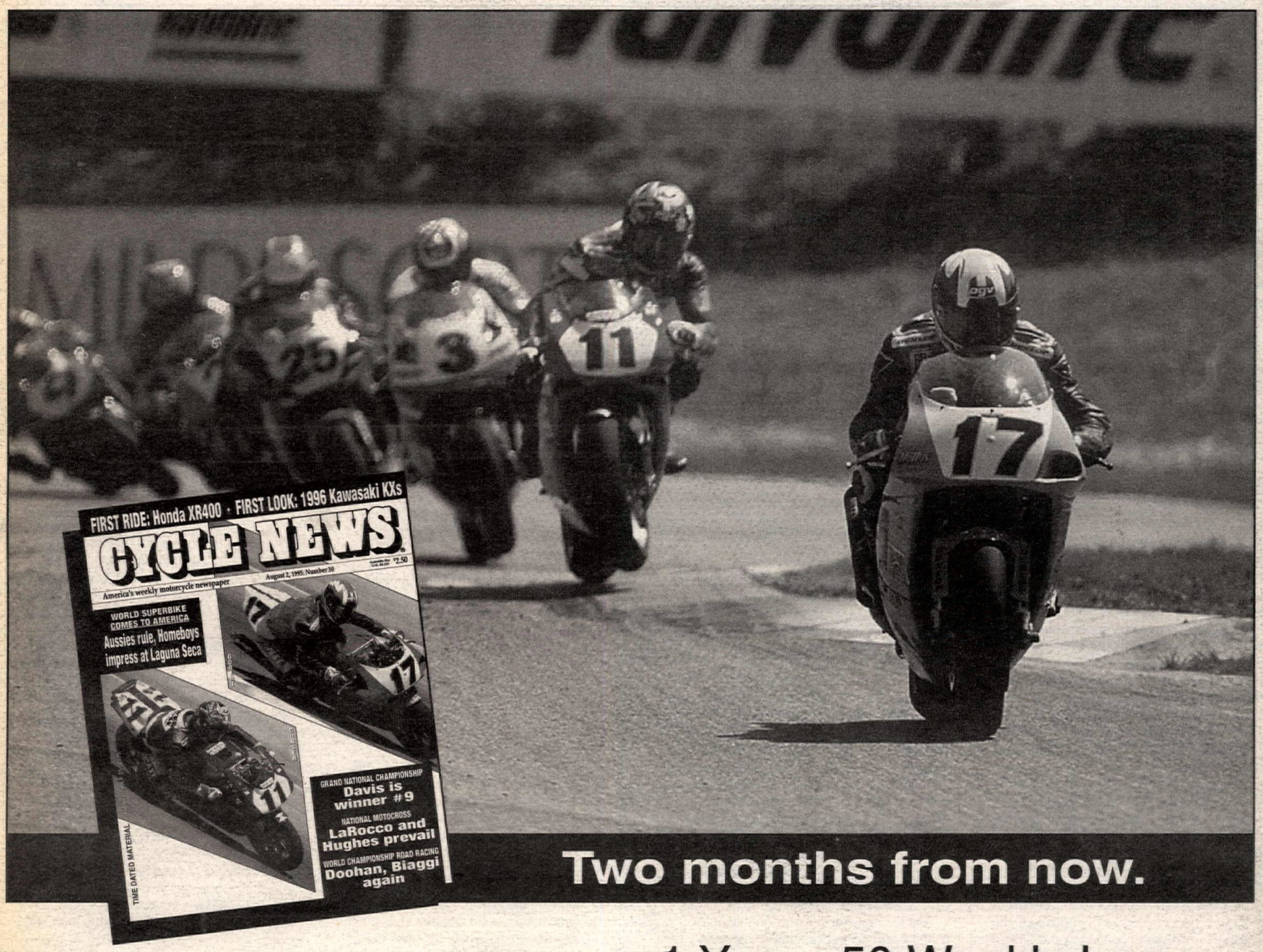
## 15 YEARS AGO... AUGUST 13, 1980

Only a kid has the gall to challenge a king, and that's exactly what **Freddie Spencer** ("The Kid") had in mind for **Kenny Roberts** ("The King") during round 17 of the AMA Grand National Championship at Laguna Seca. The pair ran away from the rest of the riders, and although Spencer was at times the only one who managed to stay on the same lap as Roberts, experience prevailed as Roberts said goodbye to Spencer with a 13-second lead to victory...In what was called "one of the biggest upsets" of short track National competition, 18-year-old **Scott Parker** held off the merciless challenges of veterans **Steve Eklund**, **Terry Poovey** and **Randy Goss** to score a win. **Scott Pearson** earned victory the next day as Goss combined a second- and third-place finish to move into the points lead...An American/Kiwi match aboard a Yoshimura Suzuki GS1000R proved to be the winning combination as American **Wes Cooley** and New Zealander **Graeme Crosby** won Japan's Suzuka 8-Hour World Championship Endurance race, 40 seconds ahead of second-place finishers **Eddie Lawson** and **Gregg Hansford**.

## 5 YEARS AGO... AUGUST 8, 1990

Not content with back-to-back Camel Supercross Championship titles, **Jeff Stanton** grabbed an additional back-to-back title in the 250 MX Series with his second-place finish to winner **Jeff Ward**...In round 10 of the World Championship Road Race Series at La Mans, France, **Kevin Schwantz** won his fourth 500cc Grand Prix of the season, 2.4 seconds ahead of Australian **Wayne Gardner**. **Carlos Cardus** emerged the victor in the 250cc race, and Dutchman **Hans Spaan** won the 125cc...**Chris Carr** won the Du Quoin mile in round nine of the AMA Grand National but walked away with nothing but the first-place money - the race was red-flagged after two laps due to rain, and no points were awarded...**Jeremy McGrath** worked his way up from a seventh-row start to claim his fourth Ultracross win of the season as a Kawasaki Team Green rider at the Off-Road Championship Grand Prix in the Los Angeles Memorial Coliseum.

# SURE - All the magazines will have their coverage of what happened at the Laguna Seca World Superbike Championship...

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